

HARFORD COUNTY RURAL VILLAGE STUDY

Prepared by the Harford County
Department of Planning and Zoning
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≈Preserving Harford's Past; promoting Harford's future≈

This document is available in alternative format upon request.

Table of Contents

List of Figures	ii
List of Tables	iii
List of Pictures	iv
Introduction.....	1
Methodology	1
Individual Village Characterization Reports	7
Churchville.....	7
Cooptown.....	12
Darlington	17
Dublin	22
Forest Hill	27
Jarrettsville.....	31
Norrisville	36
Upper Crossroads.....	40
Whiteford	45
Recommendations.....	50
General Recommendations	50
Village Core Recommendations	56

List of Figures

Figure 1: Harford County Villages.....	2
Figure 2: Building Story and Half Story Diagram.....	4
Figure 3: Roof Form Diagram.....	4
Figure 4: Village of Churchville area boundary and zoning.....	7
Figure 5: Village of Cooptown area boundary and zoning.....	12
Figure 6: Village of Darlington area boundary and zoning	17
Figure 7: Village of Dublin area boundary and zoning	22
Figure 8: Village of Forest Hill area boundary and zoning	27
Figure 9: Village of Jarrettsville area boundary and zoning.....	31
Figure 10: Village of Norrisville area boundary and zoning	36
Figure 11: Village of Upper Cross Roads area boundary and zoning	40
Figure 12: Village of Whiteford area boundary and zoning	45
Figure 13: Diagram of Setback with All Structures Built on a Consistent Build to Line.....	50
Figure 14: Example of Building Mass Out of Scale with Surrounding Buildings	54
Figure 15: Diagram of Suggested Village Parking in the Front and Rear of the Structure ..	56

List of Pictures

Picture 1: Setbacks for Public Buildings – Darlington Elementary School.....	3
Picture 2: Type 1 Business Walter G. Coale, Churchville and Type 2 Business Forest Hill Bank, Forest Hill.....	6
Picture 3: 1957 Aerial of Churchville.....	7
Picture 4: The Churchville Presbyterian Church.....	9
Picture 5: Consolidated Monument Sign and Applied Signs.....	11
Picture 6: 1971 Aerial of Cooptown.....	12
Picture 7: Village Residence with Complex Roof.....	13
Picture 8: Unscreened Village Business Parking.....	16
Picture 9: 1957 Aerial of Darlington.....	17
Picture 10: Unadorned Victorian Village Residence with Simple Roof Form.....	19
Picture 11: Darlington’s County Village Store, Type 1 Business.....	20
Picture 12: 1957 Aerial of Dublin.....	22
Picture 13: One Story Village Residence.....	23
Picture 14: Structure in Dublin, Clad with Vertical Siding.....	24
Picture 15: 1957 Aerial of Forest Hill.....	27
Picture 16: Queen Anne Style Village Residence with Elaborate Front Porch.....	28
Picture 17: 1957 Aerial of Jarrettsville.....	31
Picture 18: Front Porch Creates Semi Public Area on Front of Village Residence.....	32
Picture 19: The Jarrettsville’s Junction, Type 2 Business.....	34
Picture 20: 1971 Aerial of Norrisville.....	36
Picture 21: Norrisville Methodist Church, Located North of the Village Center.....	38

Picture 22: Norrisville’s Freestanding Business Sign.....	39
Picture 23: 1957 Aerial of Upper Cross Roads.....	40
Picture 24: Village Residence with Mixed Cladding.....	42
Picture 25: The Cross Roads Station, Type 2 Business.....	43
Picture 26: 1957 Aerial of Whiteford	45
Picture 27: Village Residence with Semi Public Porch and Sidewalk	47
Picture 28: The Mill of Whiteford, Type 2 Business.....	48
Picture 29: Grace Episcopal Church.....	51
Picture 30: Victorian White Wood Cladding House with Porch.....	52
Picture 31: Split Rail Fence.....	53
Picture 32: Appropriate Village Signage	55

Introduction

Harford County's rural villages are a reminder of the County's beginnings. Darlington began as a stagecoach stop and Whiteford-Cardiff developed around slate mines. Slate from these mines was shipped all over the United States. While these villages were designed and built to accommodate a very different type of lifestyle, they have evolved and remain rural centers in the County.

It is imperative that Harford County's rural history be preserved and maintained. This will require understanding the individual villages and what physical characteristics work together to create recognizable rural communities. Because Harford County's villages are unique in form, size and character, it was necessary to study each village to understand their differences and similarities. The data will be used to guide future development and redevelopment within the villages, and on surrounding properties, to help ensure that the village character is preserved.

Methodology

Village Survey:

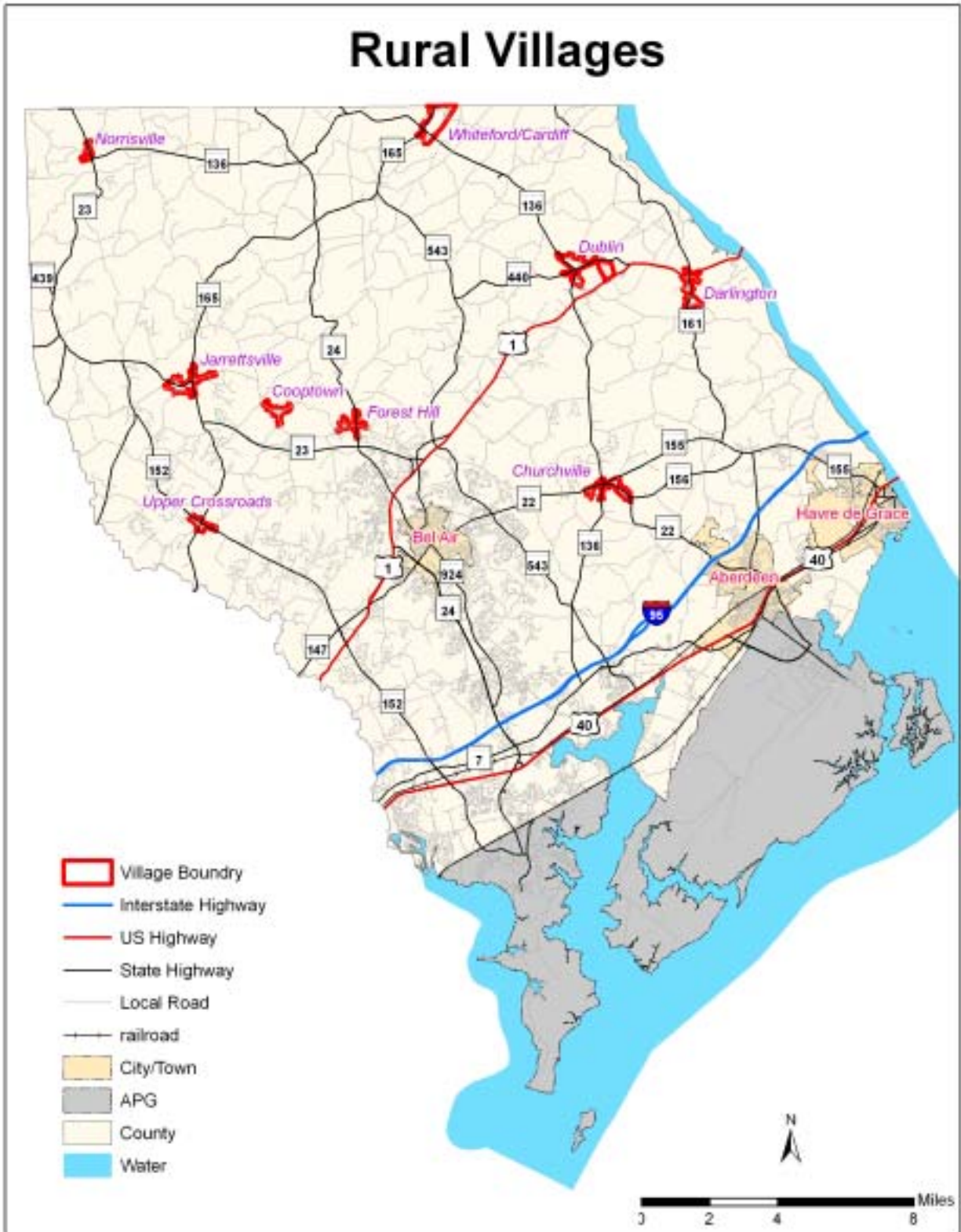
Beginning in Darlington in 1999, the first village characterization study was completed by Harford County Planning and Zoning and the Dublin/Darlington Community Council members. This study entailed a very detailed inventory of Darlington's physical and economic characteristics. This inventory included building elements (their color, height, roof form, etc.), their location in regards to the street, and their primary use. Careful consideration was given to the elements on a structure which defined the style of the buildings and in turn the character of the village.

Village surveys were performed in each of Harford County's designated village areas (Figure 1) to identify the design characteristics of each village. For the purpose of this study, village boundaries are defined by the 2004 Harford County Land Use Element Plan.

Specific components were studied for each village (setback, height, age, color, use, etc.) and each building was assigned a village study number and photographed. The individual villages and their findings are presented separately. Village businesses were further studied for additional characteristics including parking, signage, lighting, and use. After the village's components were quantified, recommendations were formulated to help protect the village character.

Background information and a general analysis for each village is included in the study. This is followed by a business analysis section that specifically evaluates conditions associated with structures being used commercially. The village characterization provides information on the number of structures and zoning classifications occurring within the village along with a description of the village form. The general analysis represents information that was collected for each village, encompassing both residential and commercial structures. Village businesses were analyzed for more specific information such as signage, lighting, and parking. Photographs

Rural Villages



of each structure are catalogued and are available from the County. The last section includes recommendations on each topic.

Study Components

Village forms: Harford County villages exist in several forms; linear, crossroad, and grid.

- Linear villages are formed along a road, with buildings on both sides. While these villages have roads that intersect the main village road, the village is primarily organized around the main village road.
- Crossroad villages are formed at the intersection of two roads. Like linear villages, these villages have a main village road that is intersected by other roads. The biggest distinction is that the intersection of the main and secondary road creates a crossroads which acts as the center of the village.
- Grid villages have a rectilinear organization.

Setbacks: A setback line defines a minimum distance from the right-of-way or any lot line that establishes the area within which principal buildings or structures must be erected or placed. For this study, the residential and business property setbacks were measured using Harford County's aerial photographs and GIS. The setbacks vary greatly within each village, but buildings constructed prior to 1920 were generally built closer to the road and built closer together (referring to front yard and side yard setbacks). Over the years, development regulations have consistently pushed back street setbacks to allow for road widening and parking lots in front of buildings. In order to properly evaluate setback information, setbacks must be evaluated per adjacent properties or development phase.

Throughout the villages surveyed, consistent siting of the buildings has helped to create an enclosure or outdoor room. This outdoor room forms a place for community interaction and can create a sense of place. It is also typical for public buildings such as schools and churches to be set further away from the road to give them prominence and to provide for a gathering area in front of the building. Civic buildings are usually taller than other village structures. It is also normal for civic buildings to be larger in scale compared to other village structures.



Picture 1 - Setbacks for Public Buildings – Darlington Elementary

Porches: Porches create a sense of human scale and act as areas for community interaction. If the street is considered a public area, defined by the location of buildings, then porches can act as transitions, or semi-public areas where neighbors can talk and meet away from pedestrian and vehicle traffic.

Building height: For this study building heights were defined in terms of stories. Traditionally, a story varies in height from seven and a half feet to twelve feet. Areas directly under a roof that are occupied (attic rooms) are considered half stories.

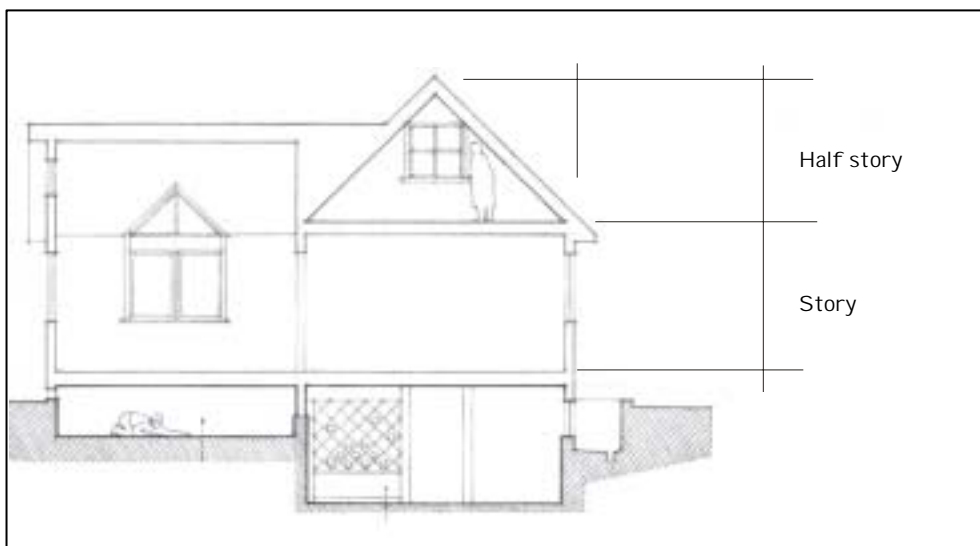


Figure 2: Building Story and Half Story Diagram

Roof style: For the purposes of these guidelines, roofs are classified as simple, complex and flat. Simple roofs refer to gable roofs that slope down in two parts from a central ridge to form a gable at each end. Complex roof styles include (but are not limited to) mansard roofs, hipped roofs, gambrel roofs, barrel and pavilion roofs.

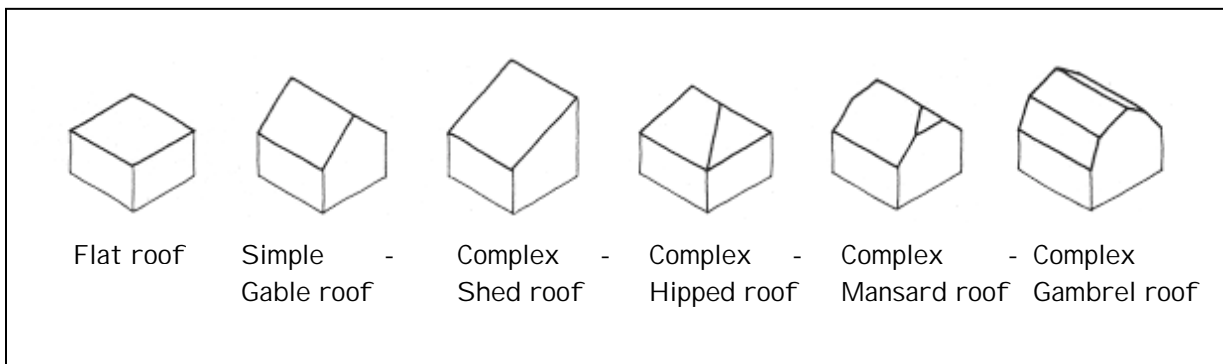


Figure 3: Roof Form Diagram

Color and Cladding: The color survey contains only general names for the colors found in the villages (i.e. - canary yellow, light yellow and bright yellow were all referred to as yellow). It should be understood that many structures have more than one exterior color and that the surveyed colors refer to the dominant color of the structure.

Cladding refers to the materials used to cover the exterior of the building. Within the villages these materials can include horizontal and vertical siding – frequently wood, brick, stone, and block. Shingles and stucco also occur. Many structures with more than one color on the exterior have a mix of cladding materials.

Village Business Survey

Businesses in the villages were also analyzed taking into account the same factors as the general village analysis such as setback, building height, and cladding. Village businesses can be generally classified in two general categories – type 1 and type 2 businesses.

Business type 1 – These businesses have footprints that are comparable to those of residences. These businesses also have windows and doors of a village residential scale. Village windows are normally adorned with mullions and village doors are traditionally made of wood or appear to be wood. The materials used to clad these businesses are the same or similar to the cladding material found on village residences. Their roofs are similar to those of residences found in the village and their exterior colors are harmonious with other village residences.

Business type 2 – These businesses are large in comparison to residential structures. The windows and doors are not usually characteristic of a rural village. The cladding materials of these businesses differ from those of village residences. Vertically oriented siding is used instead of horizontal siding and exterior walls are made up of cement block. Incompatibility can also be found in roof forms that are not normally found in the village and one story businesses that are over 25 feet tall.

The Walter G. Coale building below is an example of a Type 1 building, and it is very sensitive to Churchville’s character in form, style, and scale. The Forest Hill Bank in Forest Hill is an example of a Type 2 building. Its footprint is larger than village residences. Its cladding, roof form, and architecture are inconsistent with the general village character, but are indicative of the timeframe in which it was constructed.



Picture 2: Type 1 Business Walter G. Coale, Churchville and Type 2 Business Forest Hill Bank, Forest Hill

INDIVIDUAL VILLAGE CHARACTERIZATION REPORTS

CHURCHVILLE

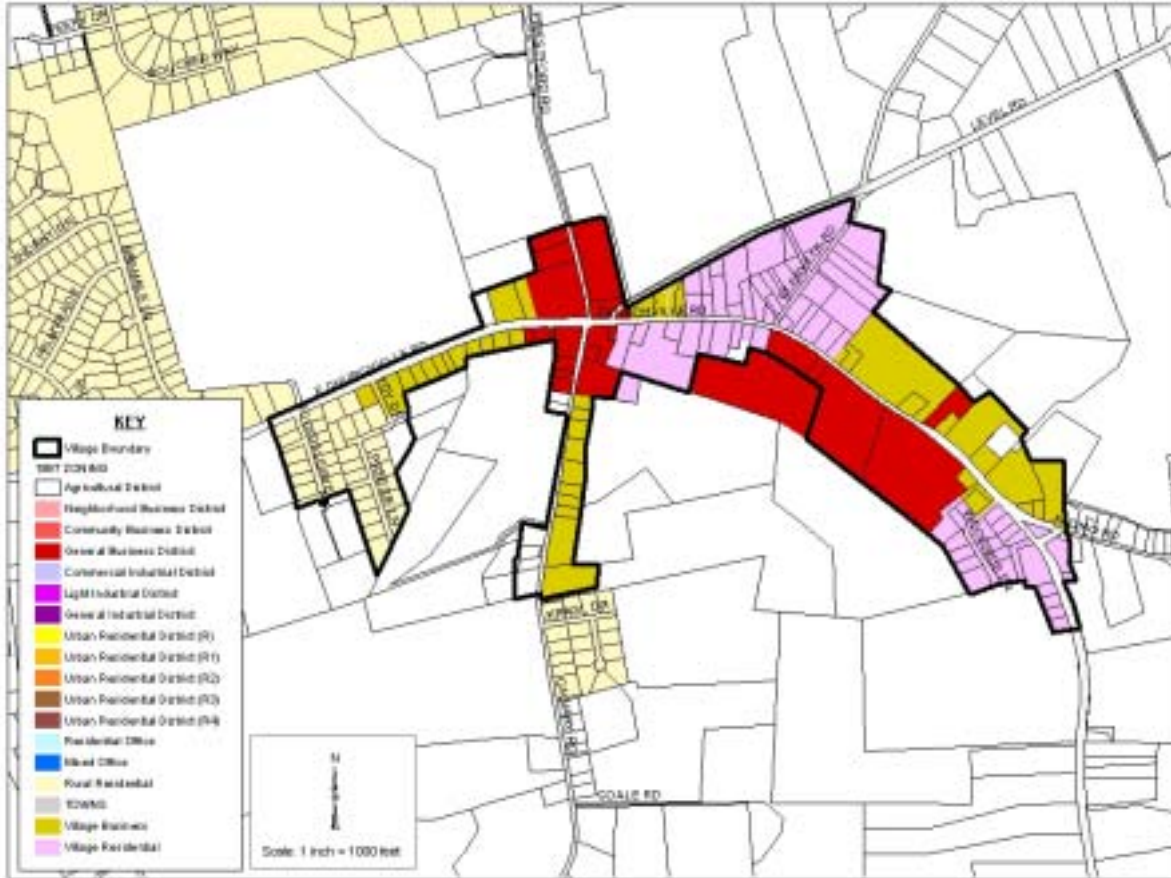


Figure 4: Village of Churchville - Area Boundary and Village Zoning

Background



Picture 3: 1957 Aerial of Churchville

Originally named Lower Cross Roads, the village of Churchville was historically a significant inland intersection for early Harford County. The village was located at the intersection of a south-north road connecting the Bay settlement at Bush with Deer Creek and an east-west route joining Havre de Grace and Aberdeen to Bel Air. The establishment of the Presbyterian Church at this crossroads in the mid-eighteenth century resulted in the village's name being changed to Churchville.

The Churchville Community Area is rich in cultural, industrial, and architectural history. National Register Historic Sites such as Tudor Hall, Medical Hall, Best Endeavor, and the Churchville Presbyterian Church can all be found in the village. Historic districts such as the Finney Houses, Harford Furnace, and a portion of the Lower Deer Creek Valley, are all located within the community area.

Village Statistics

In the village of Churchville, 170 structures were surveyed. Of these, 96 (56%) are zoned Rural Residential (RR), Village Residential (VR), or Agricultural (AG). The remaining 74 structures were on properties with commercial zoning classifications of General Business (B3) or Village Business (VB).

Churchville is a crossroads village, formed by the intersection of MD Route 136 and MD Route 22, with MD Route 155 located close to the village center. The typical roadway section for MD Route 22 is comprised of two, 10 foot lanes (with limited shoulder areas and with section expansion in certain areas to include turning lanes). The typical roadway section for MD Route 136 is comprised of two, 10 foot lanes (with limited shoulder areas). The roadway section for MD Route 155 is similar, being comprised of two, 10 foot lanes that have shoulders.

General Analysis

Setback Analysis

In certain parts of Churchville, structures are sited closer to the street than 25 feet. This is apparent at different locations along MD Route 136 and MD Route 22. It is also typical for public buildings such as churches and schools to be set further away from the road to give them prominence and to provide for a gathering area in front of the building.

Porch Analysis

Approximately 35% (60) of the structures in Churchville have porches with several other structures showing evidence of having had a porch in the past.

Building Height and Roof Form Analysis

The majority of the buildings surveyed in Churchville (79%) are one and a half stories tall with a handful of buildings being over two and a half stories. Structures like the Presbyterian Church are taller than 35 feet. Churchville Elementary School, while not over two and a half stories tall, has a larger footprint than most buildings in the village.



Picture 4: The Churchville Presbyterian Church

Although there are a number of different roof forms in the village, most have a traditional pitch. Flat roofs and semicircular roofs have little precedence in Churchville. The roofs in Churchville are predominantly simple (54%) and complex (40%).

Building Color Analysis

The color found most often on structures in Churchville is white. Whether used in conjunction with other colors or as the primary color of the structure, 58% of the village structures incorporate white. Other colors found in the village include blue, gray, tan, and yellow. Approximately 30% (55) of the village structures have mixed color palettes. The majority of these (90%) are due to a mix of cladding materials e.g. white siding and brick cladding materials.

Cladding Analysis

A variety of building materials are used to cover the structures in Churchville. This variety contributes to the unique nature of Churchville and its structures. Cladding materials found in the village include horizontal siding, brick, stone, and block. Horizontal siding can be found on 78% of the buildings surveyed in Churchville. Some of the houses use a mix of cladding materials (27%). Other materials in the village include vertical siding, fish-scale shingles, wooden shingles and stucco.

Sidewalk Analysis

Churchville has evolved into an automotive village with very few sidewalks located within the village boundary. The village of Churchville has approximately 250 feet of concrete sidewalk. The sidewalk is located at the intersection of MD Route 22 and MD Route 136 in front of the Presbyterian Church. The sidewalk also extends along MD Route 22 in front of the Royal Farm gas station.

Business Analysis

Business Use Analysis

Village businesses make up 44% of the structures in Churchville. There are 53 parcels zoned VB and 21 zoned B3 in the village of Churchville. There is one property that is zoned AG that has a business on it and seven properties that are zoned VR that have businesses on them. Business uses in the village of Churchville are a mix of professional offices, restaurants, petroleum stations, general sales and service, motor sales and service, and equipment sales and service. These businesses serve local and regional communities, providing services and products to Churchville residents and people around the County.

Some village businesses have been in operation for more than 50 years while others are relatively new to the village. Churchville remains a vibrant rural village today with agriculture as its primary designated land use. Village businesses in Churchville that support the agriculture industry include feed stores and an equipment sales and service center.

Business Appearance Analysis

When studying the businesses within the boundaries of Churchville, it is interesting to note their diversity. The buildings differ in appearance because of the style, age, function and the type of business. Along the western end of the village boundary are several businesses that appear to be residential in character. Business footprints vary, ranging from approximately 1,122 square feet (memorial shop – 3104 Aldino Road) to approximately 12,888 square feet (MD Route 22 – State Highway Administration building).

Of the businesses in Churchville, 26% have a residential appearance. This percentage includes residences that have business zoning. In Churchville, there are 21 VB and four B3 properties that are being used as residences instead of businesses.

Businesses in the western end of the village are larger and have a nonresidential appearance. These include the Village Square strip mall, the former Crown gas station, and the Royal Farms convenience store and gas station.

Signage Analysis

The business signs in Churchville vary in size and form. Along MD Route 22, many business signs compete for prominence. Most businesses have individual signs that bear their name or logo. The small strip shopping center along the western end of the village has a consolidated sign that has several business names and banners. The eastern area of the village, along MD Route 22, also has a concentration of businesses that are identified with a consolidated, monument sign visible from both directions on MD Route 22. The gas station and convenience store in Churchville has a freestanding, monument sign with its corporate logo and gas prices. In sharp contrast, some businesses along MD Route 22 have small freestanding signs with four inch letters and sign areas no greater than 12 square feet. Other businesses, located at the intersection of MD Route 136 and MD Route 22 have window signs and applied signs.



Picture 5: Consolidated Monument Sign and Applied Signs

At the time of the village survey, there were 44 freestanding and 29 applied business signs in Churchville. There were 19 freestanding signs that were 25 square feet or less. Applied signs had varying letter heights ranging from four inches to over 12 inches, and reaching up to 40 square feet in size.

Business Setback Analysis

Businesses in the village have a variety of setbacks ranging from 0 feet to over 270 feet. This range is apparent throughout the village. In the center of Churchville (at the intersection of MD Routes 22 and 136), village buildings are sited relatively close to the road and one another on the south eastern portion of the village.

Parking Analysis

Parking for village businesses can be found on the front, rear and side lots. The majority of parking for Churchville businesses is provided on lots that are paved with macadam (55%). Other parking lot materials include gravel (16%) and grass (1%). Screening for parking lots in Churchville use wooden fences, chain link fences, landscaping, and berms.

Lighting Analysis

The majority of Churchville businesses do not remain in operation after 6pm. However, some village businesses remain in operation into early and late evening hours. In Churchville, many of the businesses have lighting that acts as after hours security, making it easy for the community and neighboring properties to see the business at night.

COOPTOWN

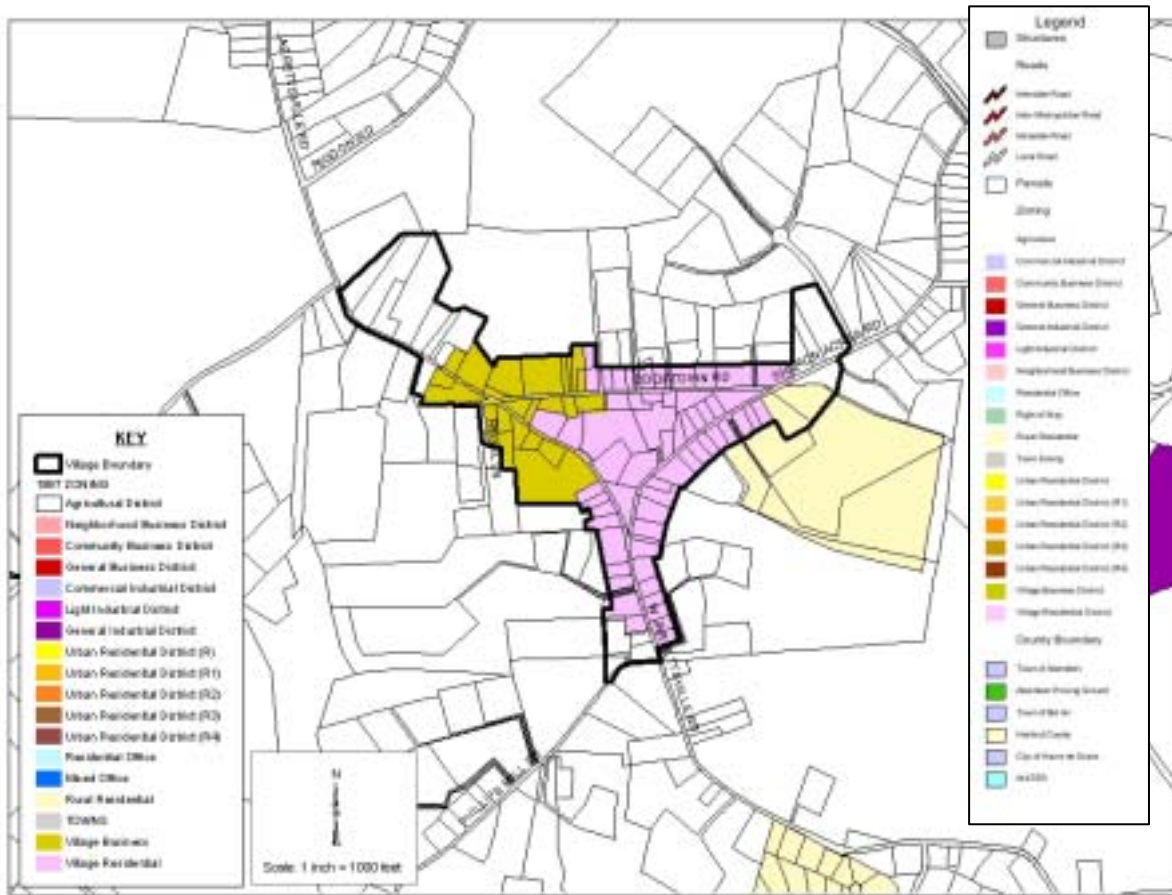


Figure 5: Village of Cooptown - Area Boundary and Village Zoning

Background



Picture 6: 1971 Aerial of Cooptown

Located on Jarrettsville Road, Cooptown is southwest of Jarrettsville and is first mentioned in the public record in 1774. In colonial times, Cooptown was referred to as Eden Town – named for proprietary governor, Robert Eden. Home to a local arsenal for the neighborhood militia, it was common to see men gathered for military drills. It is speculated that the town was renamed Cooptown after the revolutionary war to honor local patriots that lived in the village.

Village Statistics

In the village of Cooptown, 103 structures were surveyed. Of these, 74 (72%) are residentially zoned RR, VR, and AG. The remaining 29 structures occur on properties with commercial zoning classifications of VB.

Cooptown is a linear village, whose center is on Jarrettsville Road (MD Route 23). The typical roadway section for MD Route 23 is comprised of two, 10 foot lanes. The typical roadway section for other roads in Cooptown (Sharon Acres Road and Cooptown Road) is comprised of two lanes, ranging in width from eight to 10 feet (with no shoulder areas).

General Analysis

Setback Analysis

In certain parts of Cooptown, structures are sited closer to the street than 25 feet. Along Sharon Acres Road the houses are built with similar setbacks averaging 53 feet and creating a consistent setback line.

Porch Analysis

Approximately 25% of the structures in Cooptown have porches with several other structures showing evidence of having had a porch in the past.

Building Height and Roof Form Analysis

The majority of the buildings surveyed in Cooptown are one and half stories tall (78%) with no buildings over two and a half stories.

The roofs in Cooptown are evenly divided between simple and complex. Certain structures, with flat and semi-circular roofs, along Jarrettsville Road are exceptions to this generalization.



Picture 7: Village Residence with Complex Roof

Building Color Analysis

The color found most often on structures in Cooptown is white. Whether used in conjunction with other colors or as the primary color of the structure, the color white is incorporated in 51% of the village structures. Other colors include, but are not limited to, blue, gray, tan and yellow. Approximately 36% (37) of the village structures have mixed color palettes. The majority of these (85%) are due to a mix of cladding materials e.g. white siding and brick cladding materials.

Cladding Analysis

Cladding materials found in the village include horizontal siding, vertical siding, shingles, fish scale shingles, stucco, brick, stone and block. This existing variety contributes to the unique nature of Cooptown and its structures. The most commonly used materials in the cladding or covering of a building are horizontal siding, brick, stone, and block. Horizontal siding can be found on 37% of the buildings surveyed in Cooptown. Many houses use a mix of cladding materials (47%).

Sidewalk Analysis

Cooptown does not have sidewalks and is primarily accessed by automobiles.

Business Analysis

Business Use Analysis

The majority of the properties zoned VB are used as residences. Businesses in Cooptown include a restaurant/bar, general sales and service, motor sales and service, and equipment sales and service. Village businesses constitute 28% (29) of the structures in Cooptown. These businesses serve local and regional communities, providing services and products to Cooptown residents and people around the County.

Some village businesses have been in operation for more than 25 years while others are relatively new to the village. Cooptown remains a vibrant rural village today with skilled service or trade businesses. Village businesses that provide skilled services in Cooptown include electrical and plumbing service contractors.

Business Appearance Analysis

When studying the businesses within the boundaries of Cooptown, it is interesting to note their diversity. The buildings differ in appearance because of the style, age, function and the type of business. Throughout the village are several businesses that appear to be residential in character. Business footprints vary, ranging from approximately 1,280 square feet (specialized service – 1349 West Jarrettsville Road) to approximately 25,912 square feet (building supplies – 1333 West Jarrettsville Road).

Of the businesses in Cooptown, 57% have a residential appearance. This includes properties with VB zoning that are currently used as residences. There are 13 VB properties that are residences instead of businesses.

Businesses in the southern end of the village have a nonresidential appearance, including Kefauver's, Green's Garage, and H&S Electric Service, Inc.

Signage Analysis

The business signs in Cooptown vary in size and form. At the time of the village survey, there were seven free standing and 10 applied signs in Cooptown. Of these, five of the freestanding signs were less than or equal to 25 square feet. Applied signs ranged up to 50 square feet with varying letter heights.

Along Jarrettsville and Cooptown Roads, many business signs compete for prominence. Most businesses have individual signs that bear their name or logo. The building supply business along the southwestern end of the village has a freestanding sign that displays the business name and different materials or supply specials. The northwestern area of the village, along Jarrettsville and Cooptown Roads, also has a concentration of businesses that are identified with different freestanding and applied signs, visible from both directions along Jarrettsville and Cooptown Roads. The majority of these freestanding signs have four inch letters and sign areas no greater than 12 square feet. Other businesses, located at the intersection of Jarrettsville Road and Cooptown Road have window signs and applied signs.

Business Setback Analysis

In Cooptown, business setbacks range from 0 feet to over 380 feet. This range is apparent throughout the village. It is important to note that setbacks are all measured from the right of way to the edge of the building and this can exaggerate the range as multiple buildings in the survey are located on the same parcel.

The buildings to the front of the parcel contribute to the village's outdoor room. Along the western end of Cooptown (at the intersection of Jarrettsville and Cooptown Roads), businesses are sited relatively close to one another and act as a business center for the village.

Parking Analysis

Village business parking is provided on the front, rear and side area of lots. The majority of parking for Cooptown businesses is provided in parking lots that are paved with macadam (48%). Other parking lots are covered with gravel (10%). A third of the village parking lots (35%) are screened, employing the following techniques, chain link fences, landscaping, and building screening where parking is located to the rear of a building.



Picture 8: Unscreened Village Business Parking

Lighting Analysis

The majority of Cooptown businesses do not remain in operation after 6pm however, some of the village businesses remain in operation into early and late evening hours. In Cooptown, many of the businesses have lighting that acts as after hours security, making it easy for the community and neighboring properties to see the business at night.

DARLINGTON

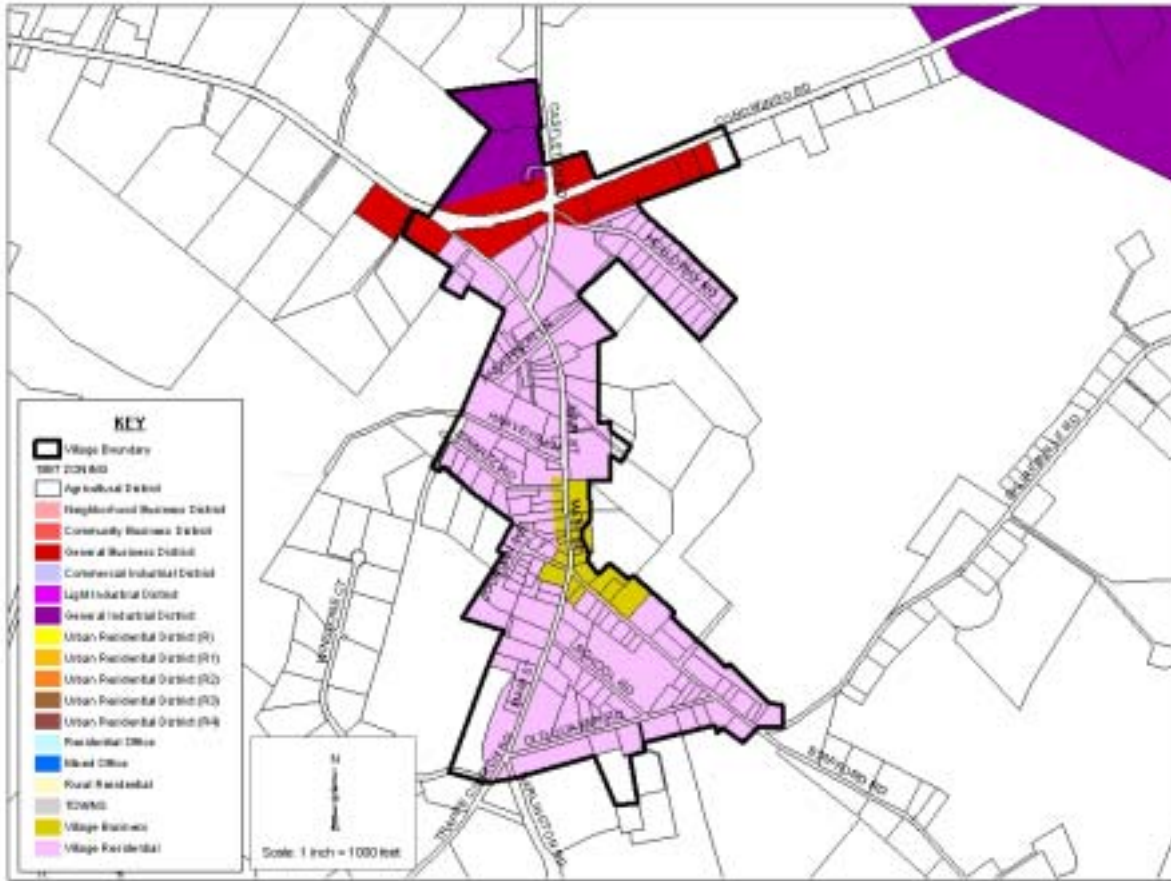


Figure 6: Village of Darlington - Area Boundary and Village Zoning

Background



Picture 9: 1957 Aerial of Darlington

Located in the northeast section of Harford County, Darlington is part of the Dublin-Darlington Community Area. The village of Darlington, listed in the National Register of Historic Places, has a 270-year history. The village has changed little since the turn of this century: it still has 39 of the 43 structures shown on an 1878 Martenet Map of Harford County. Post 1878 architecture has followed traditional lines with very few exceptions.

Quakers were among the first settlers in the Darlington area. They moved from the Bush River area of Harford County to Darlington for the excellent farmland. They established their first meeting house in the area in 1737. They still worship at the Deer Creek Meeting House in Darlington.

Darlington was the first of the villages that was studied. The following information is derived from the information collected for the original village study. The original village study is available upon request from the Department of Planning and Zoning.

Village Statistics

In the village of Darlington, 160 structures were surveyed. Of these, 130 (81%) are zoned VR, 24 have B3 or VB zoning, and six structures are on split zoned parcels.

Darlington is a linear village, laid out along MD Route 161 (Main Street). The typical roadway section for MD Route 161 is comprised of two, narrow roadway lanes approximately eight and a half to ten feet wide (with limited shoulder areas and on street parking). Other village roads include Shuresville Road and Quaker Road which have similar cross-sections.

General Analysis

Setback Analysis

In parts of Darlington, structures are sited closer to the street than 25 feet. This is apparent along Main Street (MD Route 161) in the center of Darlington. As motorists and pedestrians enter the village proper, they are immediately aware that they are in the village. It is also typical for public buildings in the village such as churches, schools and libraries to be set further away from the road to give them prominence and to provide for a gathering area in front of the building. On MD Route 161, the church is sited further back from the road.

Porch Analysis

Approximately 38% of the structures in Darlington have porches with several other structures showing evidence of having had a porch in the past.

Building Height and Roof Form Analysis

The buildings surveyed in Darlington are predominately one and a half stories tall and two and half stories tall. Structures like the Methodist Church on Shuresville Road are taller than 35 feet. While the Darlington Elementary School is not over two and a half stories tall, its footprint is larger than most buildings in the village.

While there are a number of different roof forms in the village, very few are without a traditional pitch. Flat roofs and semicircular roofs have little precedence in Darlington. The roofs in Darlington are predominantly simple (58%) and complex (40%).



Picture 10: Unadorned Victorian Village Residence with Simple Roof Form

Building Color Analysis

The color found most often on structures in Darlington is white. Whether used in conjunction with other colors or as the primary color of the structure, the color white is incorporated into 58% of the village structures. Other colors include but are not limited to blue, gray, cream and yellow. Approximately 41% (65) of the village structures have mixed color palettes. The majority of these (73%) are due to a mix of cladding materials e.g. white siding and brick cladding materials.

Cladding Analysis

Cladding materials found in the village include horizontal siding, vertical siding, shingles, fish scale shingles, stucco, brick, stone, and block. This existing variety contributes to the unique nature of Darlington and its structures. The most commonly used materials in the cladding or covering of a building are horizontal siding, brick, stone, and block. Horizontal siding can be found on 66% of the buildings surveyed in Darlington. Some houses use a mix of cladding materials (14%).

Sidewalk Analysis

The rural village of Darlington has almost 1,600 feet of sidewalk. Slightly more than half the length is made up of faux granite molded in dyed concrete, the remainder is true granite slabs. Portions of the southwestern side of Shuresville Road and the eastern side of MD Route 161 have sidewalks.

Business Analysis

Business Use Analysis

Village businesses make up only 15% of the structures in Darlington. There are 19 parcels zoned VB and five zoned B3 within the village boundary. Six parcels are split zoned VB and VR. The businesses found within the designated village are an eclectic mix, including a bank, professional office, convenience store, a pharmacy, a general store and garage, automotive parts sales, an antique store, and a mixed use building with a thrift store and wellness center. These smaller stores and businesses, which are zoned VB, line Main Street and serve the local community providing services and products to Darlington residents.

The B3 businesses are geographically removed from the VB businesses by an area of residential properties. Located along US Route 1, these businesses serve both the local community area and potential transient customers traveling US Route 1.

Some village businesses have been in operation for more than 50 years while others are relatively new. The 2004 Harford County Land Use Element Plan identifies the Darlington area's primary designated land use as agriculture. Village businesses in Darlington that support the agriculture community include the general store, bank, and garage.

Business Appearance Analysis

When studying the businesses in Darlington, it is interesting to note their diversity. The buildings differ in appearance because of the style, age, and function as well as the type of business. Along the southern end of the village boundary are several businesses that appear to be residential in character. Business footprints vary, ranging from approximately 1,600 square feet (specialty shop – 2108 Shuresville Road) to approximately 6,000 square feet (antique store – 4687 Conowingo Road). Businesses in the northern end of the village, facing Route 1, have a nonresidential appearance. This includes High's Gas Station and Cliff's Liquors.

Of the businesses in Darlington, 40% have a residential appearance. This percentage includes residences that have business zoning and a business that is located on a VR zoned property. There are 10 VB and six split zoned properties being used as residences instead of businesses.



Picture 11: Darlington's County Village Store, Type 1 Business

Signage Analysis

In Darlington, village signs are small in size and most are not illuminated. The majority of businesses have individual signs that bear their name or logo, either applied or freestanding, reinforcing their community presence and identity. The small liquor store on Conowingo Road at the northern end of the village has a freestanding sign that is illuminated and is meant to attract faster traffic.

At the time of the village survey, there were six freestanding and 16 applied business signs in Darlington. Four of the freestanding signs were less than or equal to 20 square feet while applied signs had varying letter heights ranging from four inches to over 12 inches, and ranging up to 18 square feet in size.

Business Setback Analysis

In Darlington, business setbacks range from 0 feet to 150 feet. This range is apparent throughout the village. In the center of Darlington (along Route 161 near Swartz and Shuresville Roads), village buildings are sited relatively close to the road and one another.

Parking Analysis

Parking spaces are a premium in Darlington. Village business parking is located along the street, and along the front, rear, and side of lots. Some village parking is even located on adjacent properties. The majority of parking for Darlington businesses is provided on-street (64%). Macadam is the most used parking material, paving 63% of all spaces in the village. Other parking lot materials include gravel (4%), asphalt (8%) and grass (4%).

Lighting Analysis

The majority of businesses in or near the center of the village do not remain in operation after 6pm. Where necessary in Darlington, businesses use after-hours lighting as a security measure, making it easy for the community and neighboring properties to see the business at night.

DUBLIN

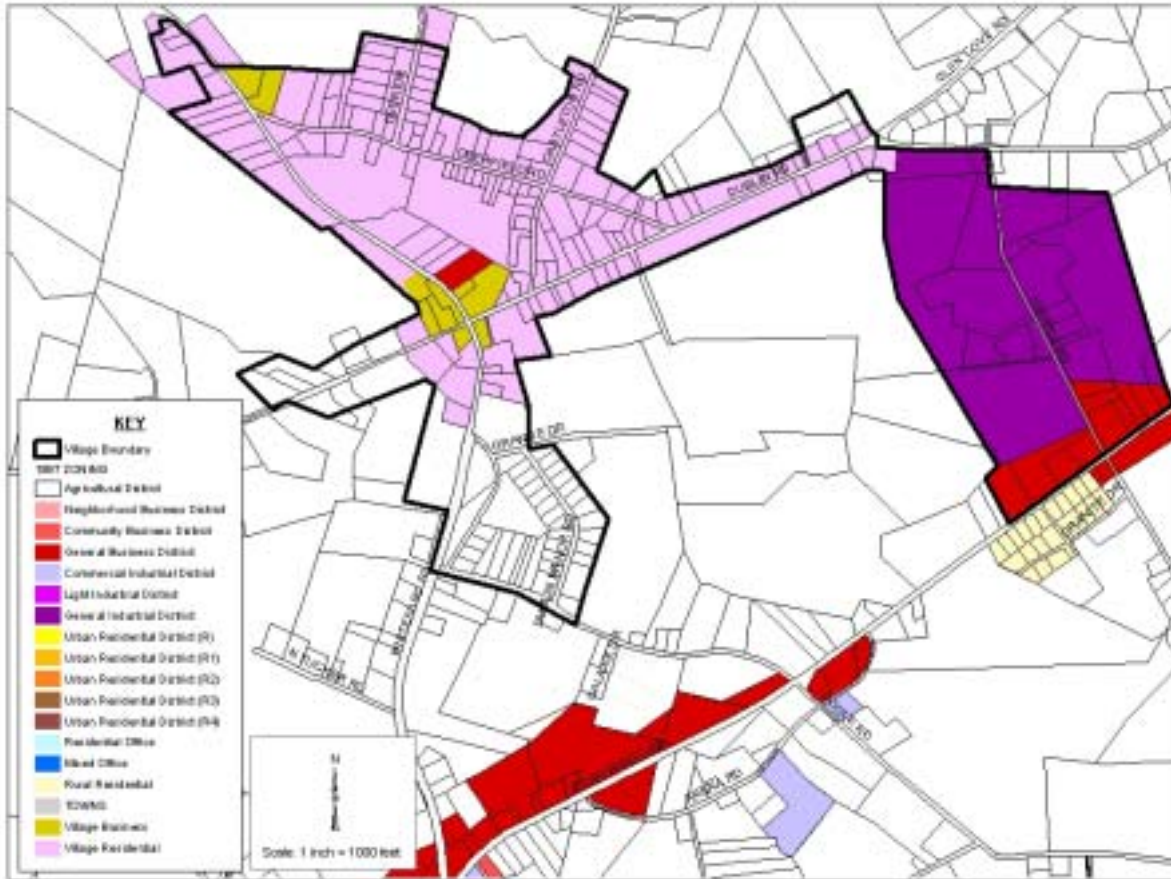
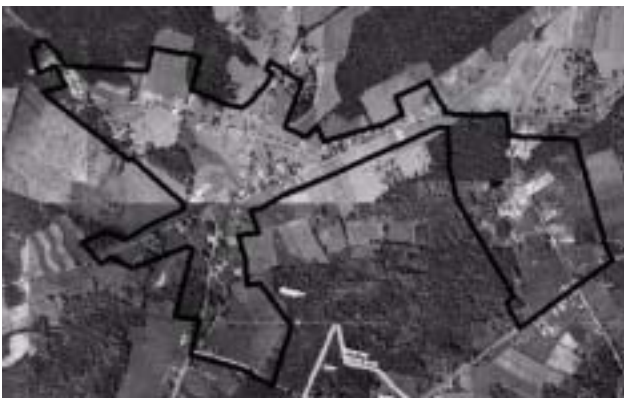


Figure 7: Village of Dublin - Area Boundary and Village Zoning

Background



Picture 12: 1957 Aerial of Dublin

Dublin has a historical role as a market and service center for the surrounding agricultural community. According to *“Our Harford Heritage,”* the first recorded mention of Dublin was in 1800, and in 1858 the “town” had ten houses and places of business. Dublin was the crossroads for the logging industry and boasted one of the County’s first rural post offices. A percentage of the area around the Village of Dublin is protected through agricultural preservation programs including the Lower Deer Creek Rural Legacy area.

Village Statistics

In the village of Dublin, 223 structures were surveyed. Of these 180 (81%) are zoned residential or agricultural. The remaining 43 structures are on properties with commercial zoning classifications of B3, General Industrial (GI), or VB.

Dublin is a crossroads village, formed by the intersection of state roads MD Route 440 and MD Route 136. The typical roadway section for MD Route 136 is comprised of two, 10 foot lanes (with limited shoulder areas and with section expansion in certain areas to include turning lanes). The roadway section for MD Route 440 is similar, being comprised of two, 10 foot lanes that have shoulders.

General Analysis

Setback Analysis

In Dublin, some structures are located closer to the road than 25 feet. Along Dublin Manor Road the houses are built a similar distance from the road, averaging about 50 feet thus creating a consistent setback line. It is typical for public buildings in the village, such as churches and the school, to be set further away from the road to give them prominence and to provide for a gathering area in front of the building. Along MD Route 136, the Dublin Elementary School is sited further back from the road.

Porch Analysis

Approximately 34% or 77 of the structures in Dublin have porches with several other structures showing evidence of having had a porch in the past.

Building Height and Roof Form Analysis

Building heights and roof forms in Dublin vary. Building heights range from one to two and a half stories tall with a number of differing roof types. However, the majority of the structures in Dublin (74%) are less than two stories. The Dublin Methodist Church is taller than 35 feet, and although the Dublin Elementary School is not over two and a half stories tall, its footprint is larger than most buildings in the village.



Picture 13: One Story Village Residence

While there are a number of different roof forms in the village, very few are without a traditional pitch. Flat roofs and semicircular roofs have little precedence in Dublin. The roofs in Dublin are predominately simple (56%) or complex (43%).

Building Color Analysis

White is incorporated in 48% of the structures in Dublin. Approximately 38% (85) of the village structures have mixed color palettes. Many structures with more than one color on the exterior have a mix of cladding materials.

Cladding Analysis

Cladding materials found in the village include horizontal siding, vertical siding, shingles, fish scale shingles, stucco, brick, stone and block. This existing variety contributes to the unique nature of Dublin and its structures. The majority of the buildings in Dublin were found to be clad with horizontal siding. Horizontal siding can be found on 72% of the buildings surveyed in Dublin with 31% of the houses use a mix of cladding materials.



Picture 14: Structure in Dublin, Clad with Vertical Siding

Sidewalk Analysis

The rural village of Dublin has approximately 150 feet of concrete sidewalk. The sidewalk is located along MD Route 136 in front of the Elementary School.

Business Analysis

Business Use Analysis

Village businesses make up a relatively small percentage (19%) of the structures in Dublin. There are nine parcels zoned VB (with an additional split zoned parcel, VB/VR) and 22 parcels zoned B3 or GI (with seven additional split zoned parcels, GI/AG) in the village of Dublin. Several of the properties zoned for commercial use have residences on them instead of businesses.

Business uses in the village of Dublin are a mix of convenience stores, petroleum sales, vehicle sales and service, building trade sales and service, a logging company, skilled service businesses, and equipment sales and service. There are three village business centers to serve local and regional communities, providing services and products to Dublin residents and people around the County.

Some village businesses have been in operation for more than 25 years while others are relatively new. Dublin remains a vibrant rural village today with skilled service or trade businesses as its primary village industry. Village businesses that provide skilled services in Dublin include HVAC, electrical and plumbing service contractors.

Business Appearance Analysis

Dublin has three distinctive village business centers. The first is located at the center of the village. These businesses are smaller in size and have more residential features. These businesses tend to serve the village population.

The business center along Hughes Road is characterized by very large functional buildings. These buildings make no attempt to blend into the village. Their affect on the appearance of the village is nominal as they are located away from the village center. The last business center is located along Conowingo Road. These businesses have some residential characteristics but have larger footprints and larger lot sizes. The latter two business centers serve as employment centers rather than places for residents to shop.

Of the businesses in Dublin, 53% have a residential appearance. This percentage includes residences that have business zoning. There are 20 commercially zoned properties that are residences instead of businesses, three VB, nine GI, and eight B3 properties.

A number of businesses in the village, however, have a nonresidential appearance. These include the lumber and wood specialty operations, a fabrication shop, a gas station, and a heating and air conditioning business.

Signage Analysis

The business signs in Dublin vary in size and form. At the time of the village survey, there were 11 freestanding and 23 applied business signs in Dublin. There were five freestanding signs that were 25 square feet or less. Applied signs had varying letter heights ranging from four inches to over 12 inches and reaching up to 35 square feet in size.

Most businesses have individual signs that bear their name or logo; others have multiple signs. The businesses located near the center of the village have a mixture of applied and freestanding signs. The freestanding signs are smaller in size and shorter in stature than those located along Conowingo Road. Along Conowingo Road, many business signs compete for prominence. The gas station and convenience store in Dublin has a freestanding sign with its corporate logo and gas prices. In sharp contrast, some businesses along MD Route 136 and MD Route 440 have smaller freestanding signs with four inch letters and sign areas no greater than 12 square feet.

Business Setback Analysis

In Dublin, business setbacks range from 0 feet to over 580 feet. This range is apparent throughout the village. In the center of Dublin (at the intersection of MD Route 136 and MD Route 440), village buildings are sited relatively close to the road and one another.

Parking Analysis

The majority of parking for Dublin businesses is provided in parking lots that are paved with macadam (33%). Other parking lots are paved with gravel (9%) and grass (2%) and asphalt (2%). Screened parking lots in Dublin use wooden fences, chain link fences, and landscaping.

Lighting Analysis

Dublin is a relatively dark village at night. The majority of the village businesses do not remain in operation after 6pm. Some of the businesses do have lighting that acts as after hours security, making it easy for the community and neighboring properties to see the business at night.

FOREST HILL

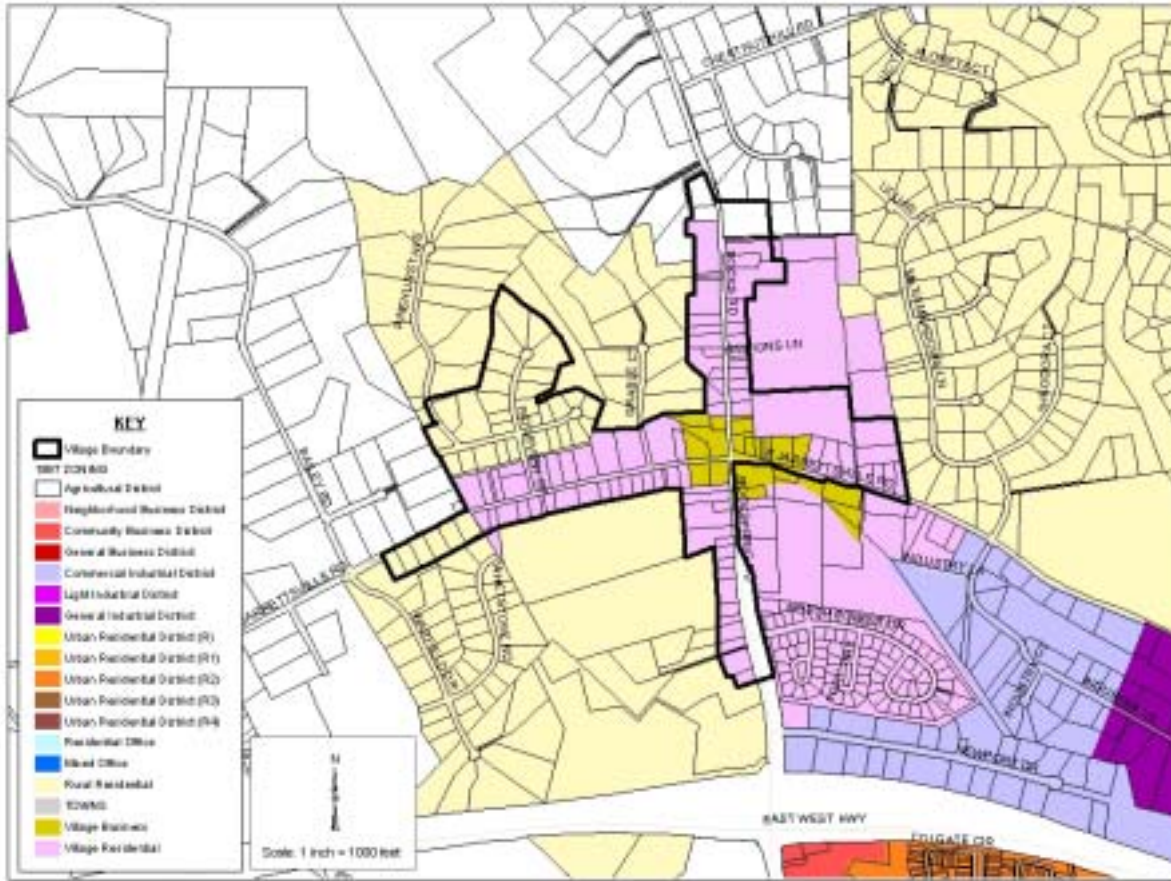


Figure 8: Village of Forest Hill - Area Boundary and Village Zoning

Background



Picture 15: 1957 Aerial of Forest Hill

In “Our Harford Heritage,” C. Milton Wright describes Forest Hill as containing the usual places of business as of 1858. Although there is no record of the date of origin of the name, it is known that the village was called Forest Hill for many years before 1858. At that time, and in later years, the village contained a private school which was then converted to a public school, an Odd Fellows Hall, and a Friends (Quaker) Meeting House.

In the 1880's, construction of the Maryland and Pennsylvania Railroad made Forest Hill a milk shipping center; the railroad also served as a commuter line to countless passengers. As many of the rural industries declined, and competition with good roads, trucks, and automobiles became too great, the railroad ceased operation in 1959.

Village Statistics

In the Village of Forest Hill, 138 structures were surveyed. Of these, 18 structures are on properties with the commercial zoning classification of VB, and 118 properties have either RR or VR zoning and two are zoned AG.

Forest Hill is a crossroads village, with its center at the intersection of MD Route 24 and Jarrettsville Road. The typical roadway section for MD Route 24 is comprised of two, 10 foot roadway lanes (with limited shoulder areas). Jarrettsville Road has a similar roadway section.

General Analysis

Setback Analysis

In certain parts of Forest Hill, structures are sited closer to the street than 25 feet. This is apparent at different locations along MD Route 24 and Jarrettsville Road. It is also typical for public buildings in the village, such as churches and schools, to be set further away from the road to give them prominence and to provide for a gathering area in front of the building. On MD Route 24, the church is sited further back from the road than other businesses and residences.

Porch Analysis

Approximately 57% of the structures in Forest Hill have porches with several other structures showing evidence of having had a porch in the past.



Picture 16: Queen Anne Style Village Residence with Elaborate Front Porch

Building Height and Roof Form Analysis

Half of the buildings surveyed in Forest Hill are one and a half stories tall (50%) and there are buildings over two and a half stories tall. Structures like the church in Forest Hill are taller than 35 feet. While the Elementary School is not over two and a half stories tall, its footprint is larger than most buildings in the village.

While there are a number of different roof forms in the village, very few are without a traditional pitch; whether simple or complex. Roofs in Forest Hill are evenly distributed between simple (48%) and complex (48%). Flat roofs and semicircular roofs have little precedence in Forest Hill.

Building Color Analysis

The color that dominates the structures in Forest Hill is white. Whether used in conjunction with other colors or as the primary color of the structure, the color white is incorporated into 45% of the village structures. Other colors include but are not limited to blue, gray, tan and yellow. Approximately 46% (63) of the village structures have mixed color palettes. The majority of these (80%) are due to a mix of cladding materials – e.g. white siding and brick cladding materials.

Cladding Analysis

Cladding materials found in the village include horizontal siding, diagonal siding, vertical siding, shingles, fish scale shingles, stucco, brick, stone, and block. This existing variety contributes to the unique nature of Forest Hill and its structures. The majority of the buildings in Forest Hill were found to be clad with horizontal siding. Horizontal siding can be found on 70% of the buildings surveyed in Forest Hill. Many houses use a mix of cladding materials (25%).

Sidewalk Analysis

Forest Hill has evolved into an automotive village with no sidewalks located within the village boundary.

Business Analysis

Business Use Analysis

Village businesses make up a small percentage (13%) of the structures in Forest Hill. There are 18 parcels zoned VB in the village. Business uses in the village are mixed with professional offices, specialized service or trades, petroleum stations and sales and service. These businesses serve local and regional communities, providing services and products to Forest Hill residents and people around the County.

Forest Hill remains a vibrant rural village today with an eclectic mix of businesses. The 2004 Harford County Land Use Element Plan identifies the village as a transition area; calling it a gateway to the rural area.

Business Appearance Analysis

When studying the businesses within the boundaries of Forest Hill, it is interesting to note their diversity. The buildings differ in appearance because of the style, age, and function as well as the

type of business. Dispersed throughout the village boundary are several businesses that are residential in character.

Business footprints vary, ranging from approximately 1,240 square feet (veterinarians office – 6 W. Jarrettsville Rd.) to approximately 5,486 square feet (Forest Hill Bank – 2334 Rock Spring Road (MD Route 24)).

Of the businesses in Forest Hill, 56% have a residential appearance. This percentage includes residences that have business zoning. There are nine VB properties being used as residences instead of businesses.

Several businesses in the village have a nonresidential appearance including the Forest Hill Bank, a mini mart and an electrical company.

Signage Analysis

The business signs in Forest Hill vary in size and form. Along MD Route 24 and Jarrettsville Road, business signs compete for prominence. Most businesses have individual signs that bear their name or logo; others have multiple signs. The building next to the gas station has a consolidated sign that has several small signs with business names and banners. The gas station and convenience store in Forest Hill have a freestanding, monument sign with its corporate logo and gas prices.

At the time of the village survey, there were six freestanding and 10 applied business signs in Forest Hill. There were three freestanding signs that were 25 square feet or less. Applied signs had varying letter heights ranging from four inches to over 12 inches, and reaching up to 30 square feet in size.

Business Setback Analysis

Businesses in the village exhibit a variety of setbacks ranging from 0 feet to 200 feet. This range is apparent throughout the village. In the center of Forest Hill, village buildings are sited relatively close to the road and one another.

Parking Analysis

The majority of parking for Forest Hill businesses is provided in parking lots that are paved with macadam (50%). The other parking lot material found in Forest Hill is gravel (6%). Screening for parking lots in Forest Hill use wooden fences, landscaping and berms.

Lighting Analysis

The majority of Forest Hill businesses do not remain in operation after 6pm. In Forest Hill, many of the businesses have lighting that acts as after hours security, making it easy for the community and neighboring properties to see the business at night.

JARRETTSVILLE

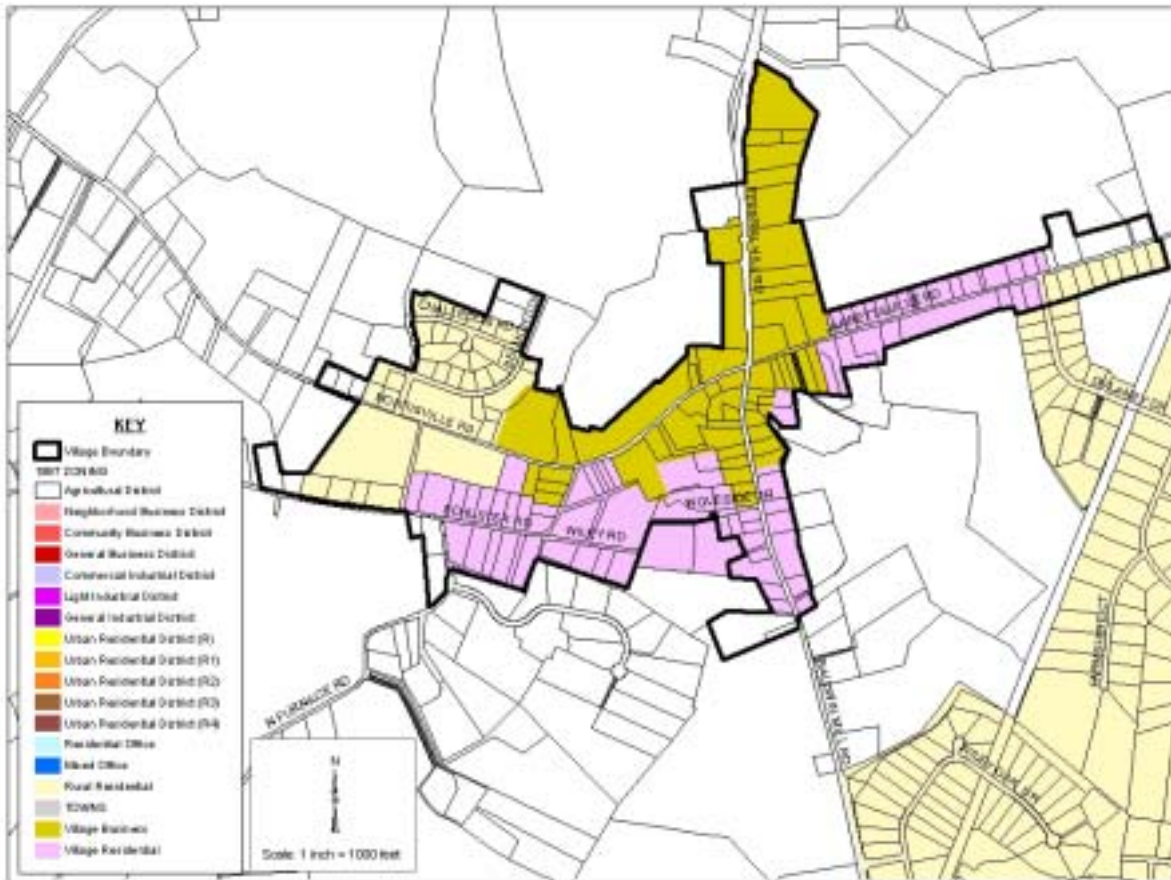


Figure 9: Village of Jarrettsville area boundary and village zoning

Background



Picture 17: 1957 Aerial of Jarrettsville

At one time, the area was heavily wooded with deciduous trees; however, much of the forested areas have been cleared for farming or by logging operations. Considerable acreage within the area is still forested with mature oaks, hickory, tulip poplar, walnut and other hardwoods, necessitating the location of a Department of Natural Resources Ranger Station on the ridge at Madonna.

My Lady's Manor, an important reminder of colonial America, is partially located in this area. The 10,000-acre tract was granted in 1713 to attract settlers to the inland region of what was

then Baltimore County. This northwest region of the County was historically referred to as "The Forrest" or "Nodd Forrest" because of the area's extensive wooded wilderness. Inland agrarian

settlement resulted in numerous 19th century remnant structures -- mills, churches, schoolhouses, residences, and farm buildings -- which are scattered across the landscape. Place names, such as the many rural roads and intermittent village names, are descriptive reminders of early area families, industries, and community focal points.

Village Statistics

In the Village of Jarrettsville, 203 structures were surveyed. Of these, 132 or 65% are zoned RR, VR, and AG. The remaining 71 structures are located on properties with a VB zoning classification.

Jarrettsville is a crossroads village, whose center is formed at the intersection of MD Route 165 (named Federal Hill Road to the North and Baldwin Mill South) and Norrisville Road (MD Route 23 to the West) and Jarrettsville Road (East). The typical roadway section for MD Route 165 is comprised of two to three, 10 foot lanes with turning lanes and some shoulder areas. The typical roadway section for Jarrettsville/Norrisville Road is comprised of two to three lanes, 10 feet wide (with some shoulder areas).

General Analysis

Setback Analysis

In certain parts of Jarrettsville, structures are sited closer to the street than 25 feet. This is apparent at different locations along Federal Hill Road and Norrisville Road. It is also typical for public buildings in the village such as churches, the school, and the library to be set further away from the road to give them prominence and to provide for a gathering area in front of the building. The Jarrettsville Methodist Church is sited further back from the road.

Porch Analysis

Approximately 29% or 58 of the structures in Jarrettsville have porches with several other structures showing evidence of having had a porch in the past.



Picture 18: Front Porch Creates Semi Public Area on Front of Village Residence

Building Height and Roof Form Analysis

The majority of the buildings surveyed in Jarrettsville are one and a half stories tall (70%) and there is one building over two and a half stories tall. Structures like the Jarrettsville Methodist Church are taller than 35 feet.

While there are a number of different roof forms in the village, very few are without a traditional pitch. The roofs in Jarrettsville are predominantly simple (48%) and complex (46%). Flat roofs, such as found on Jarrettsville Elementary School, and semicircular roofs have little precedence in Jarrettsville.

Building Color Analysis

The color that dominates the structures in Jarrettsville is white. Whether used in conjunction with other colors or as the primary color of the structure, the color white is on 51% of the village structures. Other colors include but are not limited to blue, gray, tan and yellow. Approximately 44% (89) of the village structures have mixed color palettes. The majority of these (81%) are due to a mix of cladding materials – e.g. white siding and brick cladding materials.

Cladding Analysis

There are a variety of building materials used to cover the structures in Jarrettsville. Cladding materials found in the village include horizontal siding, vertical siding, shingles, fish scale shingles, stucco, brick, stone, and block. This existing variety contributes to the unique nature of Jarrettsville and its structures. The most commonly used materials in the cladding or covering of village buildings are horizontal siding, brick, stone, and block. Horizontal siding can be found on 63% of the buildings surveyed in Jarrettsville. Many structures (40%) use a mix of cladding materials.

Sidewalk Analysis

The rural village of Jarrettsville has approximately 250 feet of concrete sidewalk. The sidewalk is located in the village center.

Business Analysis

Business Use Analysis

Village businesses comprise 34% of the structures in Jarrettsville. There are 71 parcels zoned VB and three split zoned VB/VR parcels. There is one property that is zoned RR that has a business on it.

Business uses in the village of Jarrettsville are a mix of professional offices, restaurants, petroleum stations, general sales and service, motor vehicle sales and service, and equipment sales and service. The variety of businesses found in the village provide goods and services to the local community and region. Some village businesses have been in operation for more than

30 years while others are relatively new to the village. The 2004 Harford County Land Use Element Plan designates agriculture as the surrounding area's primary designated land use. Village businesses that support the primary designated land use include equipment and feed stores.

Business Appearance Analysis

When studying the businesses within the boundaries of Jarrettsville, it is interesting to note their diversity. The buildings differ in appearance because of the style, age, and function, as well as the type of business. Along the southern end of the village boundary are several businesses that are residential in character. Other businesses around the center of the village are not residential in character. Businesses footprints vary, ranging from approximately 1,100 square feet (small business – 1113 Baldwin Mill Road) to approximately 13,400 square feet (automotive dealership – 3707 Norrisville Road).

Of the businesses in Jarrettsville, 34% have a residential appearance. This percentage includes residences that have business zoning. There are 16 VB zoned properties being used as residences instead of businesses.

Businesses at the western end of the village have a nonresidential appearance. These businesses include the car dealerships, a strip mall, and the gas station.



Picture 19: The Jarrettsville's Junction, Type 2 Business

Signage Analysis

The business signs in Jarrettsville vary in size and form. Throughout the village, many business signs compete for recognition. Most businesses have individual signs that bear their name or logo; others have multiple signs. The small shopping center in the center of the village has a monument sign that has several business names and banners. A gas station and convenience store in Jarrettsville has a freestanding, monument sign with its corporate logo and gas prices. In sharp contrast, other businesses along Jarrettsville and Norrisville Roads have small freestanding signs with four inch letters and sign areas no greater than 16 square feet. The car dealerships have large signs meant to attract traffic moving through the village.

At the time of the village survey, there were 26 freestanding and 51 applied business signs in Jarrettsville. There were nine freestanding signs with square footage less than or equal to 25 square feet, while applied signs had varying letter heights ranging from four inches to over 18 inches tall, and reaching up to 40 square feet in size.

Business Setback Analysis

In Jarrettsville, the businesses exhibited a wide variety of setbacks ranging from 0 feet to 500 feet. This range occurs throughout the village. Along Baldwin Mill Road (MD Route 165) in Jarrettsville, village buildings are sited relatively close to the road and one another in comparison to other businesses at the center of the village.

Parking Analysis

The majority of parking for Jarrettsville businesses is provided in parking lots that are paved with macadam (76%). The remaining parking lots use gravel. Screened parking lots in Jarrettsville use wooden fences, landscaping and berms.

Lighting Analysis

Jarrettsville is the “brightest” of all the Harford County villages. The center of the village is very built up and busy. The location of the car dealership, shopping center, and petroleum stations keep the village illuminated into the evening hours. Many of Jarrettsville businesses remain in operation after 6pm. One of the village businesses remains in operation around the clock. In Jarrettsville, many of the businesses have lighting that acts as after hours security, making it easy for the community and neighboring properties to see the business at night.

NORRISVILLE

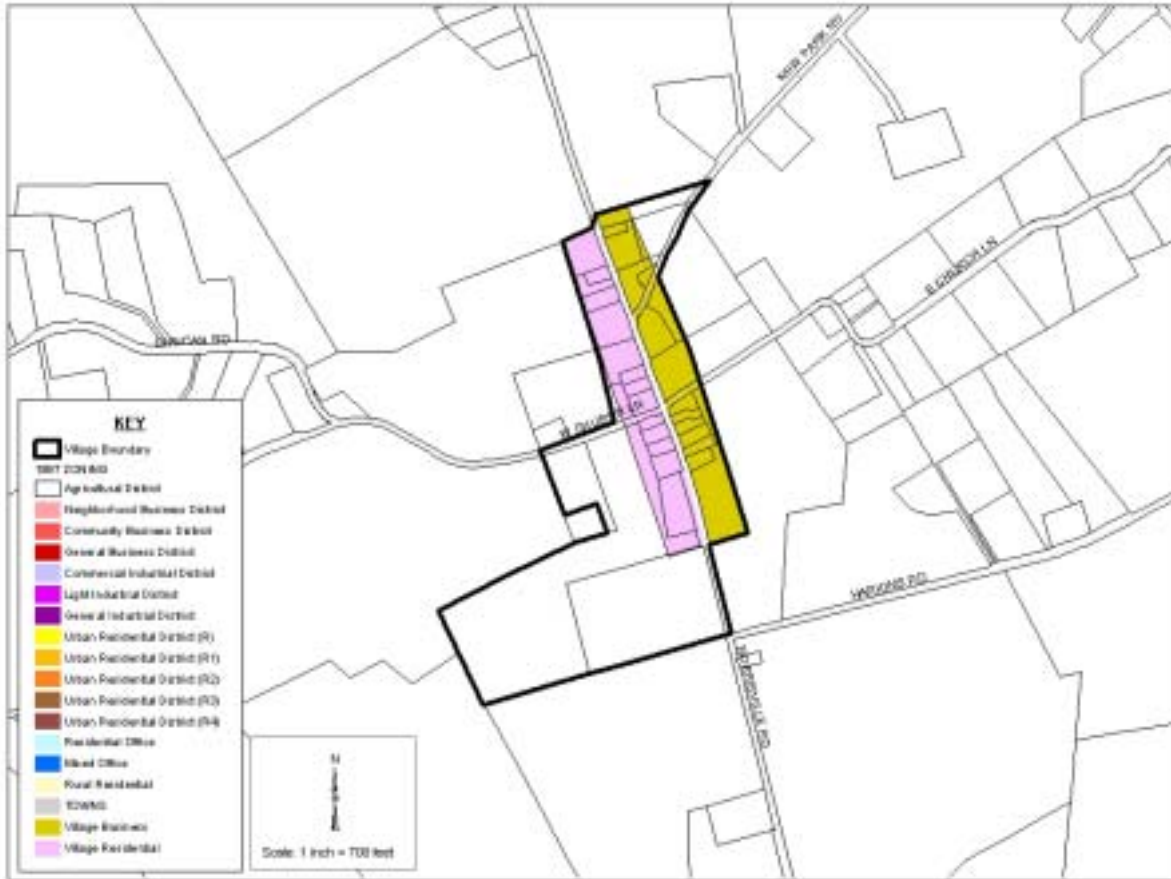


Figure 10: Village of Norrisville - Area Boundary and Village Zoning

Background



Picture 20: 1971 Aerial of Norrisville

The small Rural Village of Norrisville serves some of the basic needs of the farming and residential communities, with a recreation complex, local volunteer fire department, and the Norrisville Reading Center. Norrisville Elementary School is located on MD Route 23 within the designated rural village. With a gymnasium and library spaces, the newly constructed Norrisville Community Center offers new learning and interaction opportunities for the community. Due to the limited commercial ventures, however, residents must travel outside of the community area for the bulk of their retail needs.

Located within Deer Creek Valley, the area is interspersed with historic mills and associated structures which lend to its beauty and manifest the industrial importance of the Creek throughout the 18th and 19th centuries. Historic Amos Mill, Ivory Mill, Eden Mill Park and Nature Center, and a satellite portion of Rocks State

Park are just some of the significant features located near this rural village.

Agriculture remains the primary land use throughout the Norrisville Community Area, with grain, orchard, hay, dairy goods, and beef as the principal agricultural products. Numerous farmhouses, barns, and outbuildings dot the hillsides or are nestled in the valleys, contributing greatly to the character of this pastoral landscape. The participation of many landholders in this planning area in State or local agricultural preservation programs, either with a conservation easement or under an agricultural district program, will help to preserve this area's rural character. Currently, 30% of the community area is protected through preservation programs.

Village Statistics

In Norrisville, 34 structures were surveyed. Of these, 21 (62%) were zoned VR. The remaining 13 structures were on properties with the zoning classification VB.

Norrisville is a linear village located along MD Route 23 (Norrisville Road). The typical roadway section for MD Route 23 is comprised of two, 10 foot lanes (with limited shoulder areas).

General Analysis

Setback Analysis

In parts of Norrisville, structures are sited closer to the street than 25 feet. This is apparent at different locations along MD Route 23 in Norrisville. It is also typical for public buildings in the village such as the church, school and library to be set further away from the road to give them prominence and to provide for a gathering area in front of the building. On Church Road, the Methodist Church is sited further back from the road.

Porch Analysis

Approximately 65% of the structures in Norrisville have porches, with several other structures showing evidence of having had a porch in the past.

Building Height and Roof Form Analysis

Building heights and roof forms in Norrisville vary, ranging from one to two and a half stories tall with a number of differing roof types. Structures like the Methodist Church are taller than 35 feet. While the Norrisville Elementary School is not over two and a half stories tall, its footprint is larger than most buildings in the village.

While there are a number of different roof forms in the village, very few are without a traditional pitch. Flat roofs and semicircular roofs have little precedence in Norrisville. Roofs in Norrisville are predominantly complex (56%) and simple (38%).



Picture 21: Norrisville Methodist Church

Building Color Analysis

The color that dominates the structures in Norrisville is white. Whether used in conjunction with other colors or as the primary color of the structure, the color white is incorporated into 38% of the village structures. Other colors include but are not limited to gray, tan and yellow. Only 53% (18) of the village structures have mixed color palettes. The majority of these are due to a mix of cladding materials e.g. white siding and brick cladding materials.

Cladding Analysis

Cladding materials found in the village include horizontal siding, vertical siding, shingles, brick, stone and block. This existing variety contributes to the unique nature of Norrisville and its structures. Horizontal siding can be found on 71% of the buildings surveyed in Norrisville. A few houses use a mix of cladding materials (9%).

Sidewalk Analysis

There are no sidewalks in Norrisville.

Business Analysis

Business Use Analysis

At the time of the village survey, Norrisville had no operating businesses. There are 13 parcels zoned VB and three split-zoned parcels in the village of Norrisville. The primary land use designation of the surrounding area is agriculture.

Business Appearance Analysis

Since there are no businesses in operation in Norrisville, the business analysis is limited to the study of the village residences on VB zoned properties and the old garage on Norrisville Road.

Signage Analysis

Even though there are no active businesses operations in Norrisville, there is a single, freestanding business sign.



Picture 22: Norrisville's Freestanding Business Sign

Business Setback Analysis

In the village, structures on commercially zoned parcels have setbacks ranging from 0 feet to 48 feet.

Parking Analysis

Since there are no active businesses in Norrisville very little parking is dedicated to village businesses. The old garage is the only property that retains business parking. Other village parking lot examples include the church lot and the school and library parking lots.

Lighting Analysis

Presently, Norrisville is a relatively dark village. The village is illuminated by lights at the elementary school and public library.

UPPER CROSSROADS

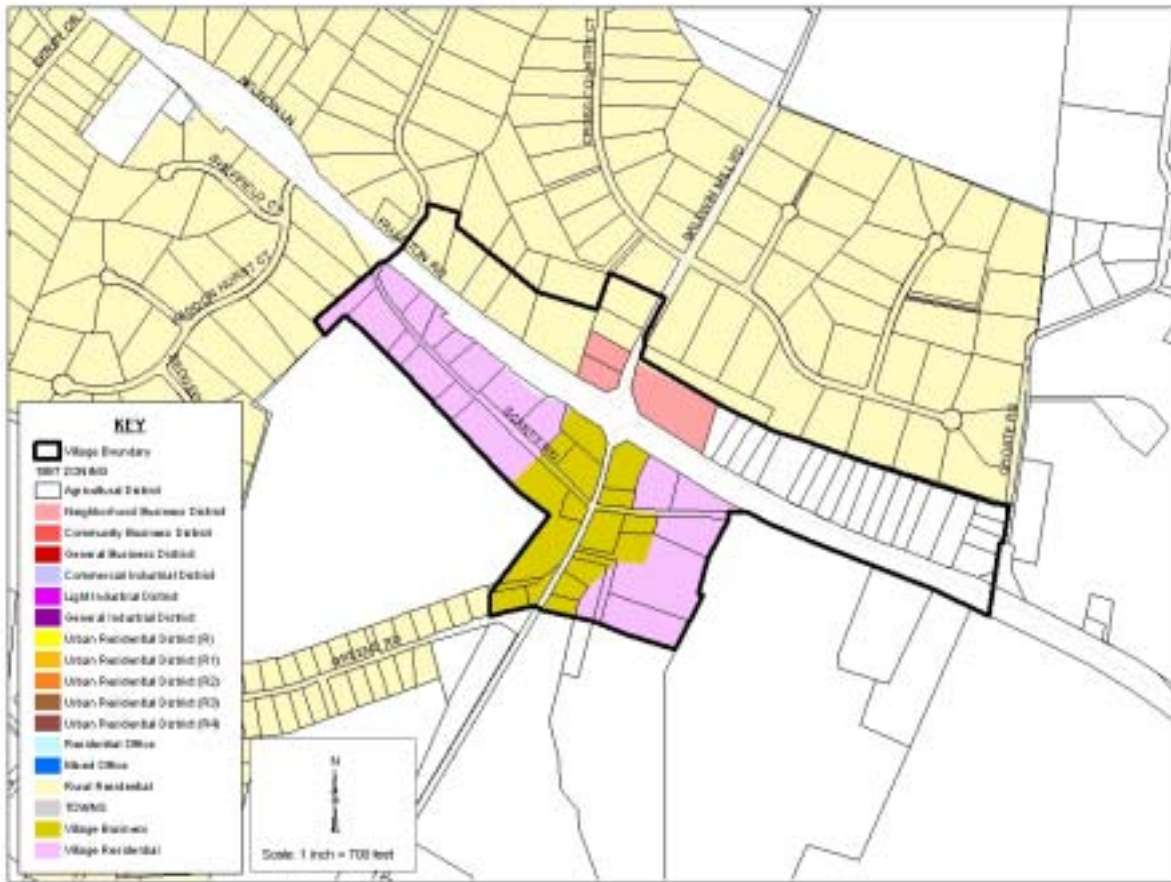
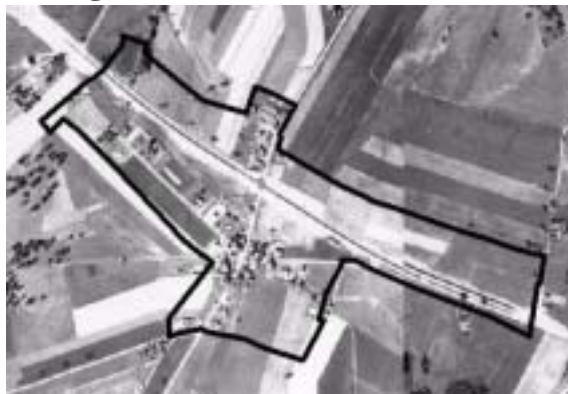


Figure 11: Village of Upper Cross Roads - Area Boundary and Village Zoning

Background



Picture 23: 1957 Aerial of Upper Cross Roads

References to Upper Cross Roads date back to the 1780s and denote its location in the County. One of the first main crossroads, it became a center for assembly and trade. Today, business uses within the village provide some basic goods and services for area residents. The village is surrounded by areas designated Rural Residential and Agricultural in the 2004 Harford County Land Use Element Plan.

Village Statistics

In Upper Cross Roads, 65 structures were surveyed. Of these, 43 (66%) are zoned AG, VR, and RR. The remaining 22 structures are located on properties with zoning classifications of Neighborhood Business (B1) or VB.

Upper Cross Roads is a crossroads village, formed by the intersection of State roads MD Route 152 and MD Route 165. The typical roadway section for MD Route 152 is comprised of two, 10 foot lanes (with limited shoulder areas and turning lanes). The typical roadway section for MD Route 165 is comprised of two, 10 foot lanes (with limited shoulder areas and turning lanes).

General Analysis

Setback Analysis

In certain parts of Upper Cross Roads, structures are sited closer to the street than 25 feet. This is apparent at different locations along Baldwin Mill Road in Upper Cross Roads. Along MD Route 152 businesses and residences are set back further from the road.

Porch Analysis

Approximately 34% or 22 of the structures in Upper Cross Roads have porches with several other structures showing evidence of having had a porch in the past.

Building Height and Roof Form Analysis

The majority of the buildings surveyed in Upper Cross Roads are one and a half stories tall (58%) with the remaining being two and a half stories tall.

While there are a number of different roof forms in the village, very few are without a traditional pitch. The roofs in Upper Cross Roads are predominantly simple (57%) and complex (40%). Flat roofs and semicircular roofs have little precedence in Upper Cross Roads.

Building Color Analysis

The color that dominates the structures in Upper Cross Roads is white. Whether used in conjunction with other colors or as the primary color of the structure, the color white is incorporated into 52% of the village structures. Other colors include but are not limited to blue, gray, tan and yellow. Approximately 32% (21) of the village structures have mixed color palettes. Half of these are due to a mix of cladding materials e.g. white siding and brick cladding materials.

Cladding Analysis

There are a variety of building materials used to cover the structures in Upper Cross Roads. Cladding materials found in the village include horizontal siding, vertical siding, shingles, stucco, brick, stone and block. This existing variety contributes to the unique nature of Upper Cross Roads and its structures. Horizontal siding can be found on 75% of the buildings surveyed in Upper Cross Roads. Many houses use a mix of cladding materials (46%).



Picture 24: Village Residence with Mixed Cladding

Sidewalk Analysis

The rural village of Upper Cross Roads has no existing sidewalks.

Business Analysis

Business Use Analysis

Village businesses comprise about a third (34%) of the structures in Upper Cross Roads. There are 19 parcels zoned VB and three zoned B1 in the village. There is one property that is zoned VR that has a business on it. Business uses in the village of Upper Cross Roads are a mix of professional office, restaurants, general sales and service, motor sales and service and equipment sales and service. These businesses serve local and regional communities, providing services and products to Upper Cross Roads residents and people around the County.

Some village businesses have been in operation for more than thirty years while others are relatively new to the village. Upper Cross Roads remains a vibrant rural village today with agriculture as its primary designated land use.

Business Appearance Analysis

When studying the businesses within the boundaries of Upper Cross Roads, it is interesting to note their diversity. The buildings differ in appearance because of the style, age, and function as well as the type of business. Along the northern end of the village boundary are several businesses that appear to be residential in character. Businesses footprints vary, ranging from

approximately 1,462 square feet (bank – 2401 Baldwin Mill) to approximately 12,888 square feet (shopping center – 2719-2751 Fallston Road.).

Of the businesses in Upper Cross Roads, 26% have a residential appearance. This percentage includes residences that have business zoning. There are four structures on parcels zoned VB being used as residences instead of businesses.

Businesses in the western end of the village have a nonresidential appearance including the strip mall, and a small convenience store.



Picture 25: Cross Roads Station, Type 2 Business

Signage Analysis

Throughout the village, many business signs compete for prominence. Most businesses have individual signs that bear their name or logo. The shopping center at the center of the village has a consolidated sign that has several business names and banners. Each business in the shopping center also has an applied sign. The northern area of the village, along MD Route 165, also has a concentration of businesses that are identified with several consolidated, monument signs visible from both directions on MD Route 165. In sharp contrast, businesses along Scarff Road have small attached signs.

The size of the signs in Upper Cross Roads varies, with larger signs on heavily traveled roads and smaller signs on quieter side roads. There are three freestanding signs that are 25 square feet or less. Applied signs had varying letter heights ranging from four inches to over 12 inches, with total sizes between 14 square feet and 30 square feet.

Business Setback Analysis

Business setbacks range from 0 feet to over 190 feet. This range is apparent throughout the village. Along some of the smaller roads in the northern portion of the village, buildings are sited relatively close to the road and one another.

Parking Analysis

The majority of parking for Upper Cross Roads businesses is provided in parking lots that are paved with macadam (64%). Other parking lots in Upper Cross Roads are paved with gravel. Screened parking lots in Upper Cross Roads use wooden fences, landscaping and berms.

Lighting Analysis

Some of the businesses in Upper Cross Roads do not remain in operation after 6pm while other village businesses remain in operation into early and late evening hours (one business is open 24 hours a day). In Upper Cross Roads, many of the businesses have lighting that acts as after hours security, making it easy for the community and neighboring properties to see the business at night.

WHITEFORD

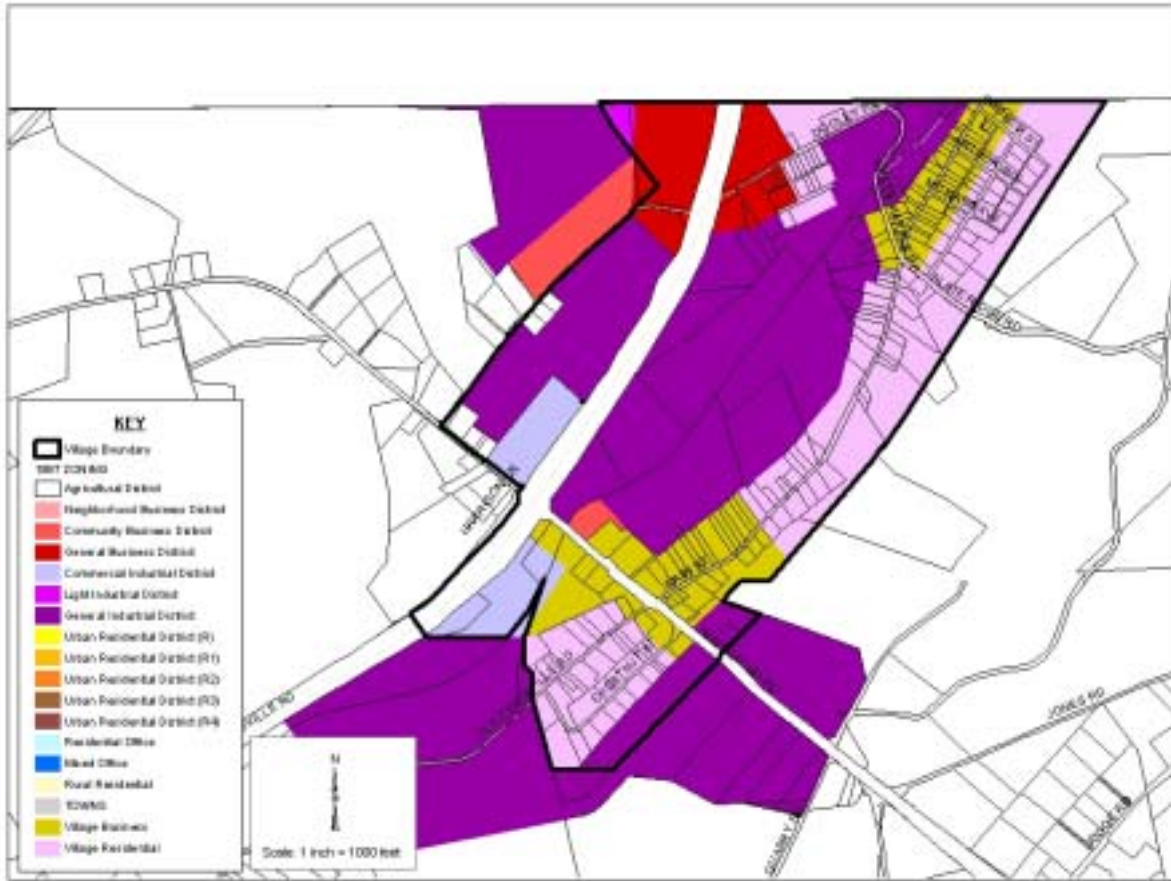


Figure 12: Village of Whiteford - Area Boundary and Village Zoning

Background



Picture 26: 1957 Aerial of Whiteford

Discovery of slate deposits brought Welsh settlers to the Whiteford-Cardiff area as early as the 1730's. The Welsh influence in this area is still present today in terms of family, religion, and architecture. Part of the Peach Bottom Syncline, the appropriately named Slate Ridge, was mined for its rich slate deposits and its northern slope is home to the villages of Whiteford and Cardiff. Due to the exceptional quality of the slate mined from the Peach Bottom region, the villages thrived.

While the uses for slate were numerous, it was primarily sold as a roofing material. As competition increased from petroleum-based and rubber roofing materials, most of the quarries ceased operation by the 1930's. In addition to slate, green serpentine marble was mined until the late 1950's.

Though the slate quarry pits are now dormant, the multitude of buildings in Harford County with slate clad roofs is a constant reminder of the non-agricultural heritage of the villages of Whiteford and Cardiff. Whiteford was added to the National Register of Historic Places in 2005.

Village Statistics

In Whiteford, 227 structures were surveyed. Of these 99 are zoned VR, and 98 are zoned Community Business (B2), B3, Commercial Industrial (CI), GI, and VB. The remaining 30 are located on split-zoned properties.

Whiteford is a grid village, formed around Main Street, intersected by McNabb, Church and Arthur Roads. The typical roadway section for Main Street is comprised of two, nine to ten foot roadway lanes with limited shoulder areas and on-street parking.

General Analysis

Setback Analysis

In parts of Whiteford, structures are sited closer to the street than 25 feet. This is apparent along Main Street. It is also typical for public buildings in the village such as churches and the library to be set further away from the road to give them prominence and to provide for a gathering area in front of the building. A former school that has been converted also meets these criteria.

Porch analysis

Approximately 63% of the structures in Whiteford have porches with several other structures showing evidence of having had a porch in the past.

Building Height and Roof Form Analysis

The majority of the buildings surveyed in Whiteford are two and a half stories tall (66%) and there is one building over two and a half stories tall. Structures like the old church (now a cleaning business) on Old Pylesville Road and Slate Ridge Church (on Slate Ridge Road) are taller than 35 feet.

While there are a number of different roof forms in the village, very few are without a traditional pitch. The roofs in Whiteford are predominantly complex (53%) and simple (43%). Flat roofs and semicircular roofs have little precedence in Whiteford.

Building Color Analysis

The color that dominates the structures in Whiteford is white. Whether used in conjunction with other colors or as the primary color of the structure, the color white is incorporated into 44% of the village structures. Other colors include but are not limited to blue, gray, tan and yellow. Approximately eight percent (18) of the village structures have mixed color palettes. The

majority of these (56%) are due to a mix of cladding materials - white siding and brick cladding materials.

Cladding Analysis

The most commonly used materials in the cladding or covering of a building are horizontal siding, brick, stone, and block. Horizontal siding can be found on 74% of the buildings surveyed in Whiteford. A handful of the structures in Whiteford use a mix of cladding materials (seven percent). Other materials used in the village include block, stone, vertical siding, wooden shingles and stucco.

Sidewalk Analysis

The rural village of Whiteford has approximately 8,000 linear feet of sidewalk. The sidewalk system runs along Main Street and up Church Lane. The sidewalk is made of concrete with one exception along Main Street where there are slate sidewalks.



Picture 27: Village Residence with Semi Public Porch and Sidewalk

Business Analysis

Business Use Analysis

Village businesses make up 56% of the structures in Whiteford. There are 80 parcels zoned VB and seven zoned B3 in the village of Whiteford. Other business zoning categories found in the village include CI, B2, and GI. There are also a number of split-zoned parcels (30) in Whiteford. There are three properties that are zoned VR that have business on them.

Business uses in the village of Whiteford are a mix of professional offices, restaurants, petroleum stations, a feed store, a cannery, general sales and service, motor sales and service and equipment sales and service. These businesses serve local and regional communities, providing services and products to Whiteford residents and people in both the County and neighboring Pennsylvania.

Some village businesses have been in operation for more than 50 years while others are relatively new to the village. Whiteford remains a vibrant rural village today with agriculture as its primary designated land use. Village businesses in Whiteford that support the agriculture industry include feed stores and a cannery.

Business Appearance Analysis

When studying the businesses within the boundaries of Whiteford, it is interesting to note their diversity. This diversity is apparent in the appearance of the buildings. The buildings differ in appearance because of the style, age, and function as well as the type of business. Along the northern end of the village boundary are several businesses that are residential in character. Business footprints vary, ranging from approximately 1,340 square feet (office – 4609 Green Marble Road) to over 40,000 square feet (cannery – 2419 Whiteford Road).

Of the businesses in Whiteford, 33% have a residential appearance. This percentage includes residences that have business zoning. There are 75 properties zoned Village Business that are currently being used as residences instead of businesses.

Many businesses have a nonresidential Type 2 appearance. Some of these businesses include Klein’s Plaza, Delta Lumber, Penn Mar Plaza, and the CITGO station.



Picture 28: The Mill of Whiteford, Type 2 Business

Signage Analysis

The business signs in Whiteford vary in size and form. Along Main Street, many business signs compete for prominence. Most businesses have individual signs that bear their name or logo; many have multiple signs. The small strip shopping center at the center of the village has a monument sign that has several business names and banners. The gas station and convenience store in Whiteford has a freestanding, monument sign with its corporate logo and gas prices. In sharp contrast, some businesses along Green Marble Road have small freestanding signs with four inch letters and sign areas no greater than 12 square feet. Larger monument signs are generally found along MD Route 136 and MD Route 165 which have faster moving traffic. Signs on Main Street are generally small which corresponds with the slower traffic.

At the time of the village survey, there were 20 freestanding and 44 applied business signs in Whiteford. There were five freestanding signs that are 25 square feet or less. Applied signs had varying letter heights ranging from four inches to over 12 inches, reaching up to 40 square feet in size.

Business Setback Analysis

Business setbacks range from 0 feet to 500 feet. This range is apparent throughout the village. Along Main Street, village buildings are sited relatively close to the road and one another.

Parking Analysis

The majority of parking for Whiteford businesses is provided in parking lots that are paved with macadam (82%). Other parking lot materials include gravel (15%) and grass (3%). Screened parking lots in Whiteford use wooden fences, chain link fences, landscaping and berms.

Lighting Analysis

Some of the businesses in Whiteford do not remain in operation after 6 pm. In Whiteford, many of the businesses have lighting that acts as after hours security, making it easy for the community and neighboring properties to see the business at night.

Recommendations

The following recommendations should form the basis for the Zoning Code updates for the Village Residential and Village Business sections. In addition, the study and recommendations should also be used by individuals renovating or developing properties within the villages.

The study provides insight into common characteristics found in each village, while the recommendations can be used to guide development and redevelopment projects in a manner that helps to maintain the village character. The recommendations are divided into two sections, general recommendations and specific recommendations for established village cores.

General Recommendations

Setback Recommendations

The physical location of structures in the villages should be related to the buildings directly adjacent to them and be sited accordingly. In order to maintain the appearance of the village, new construction on vacant lots or the reconstruction of existing structures should be allowed inside of the 25 foot front yard setback required for Village Residential (VR) or Village Business (VB) properties when precedence is set by adjacent buildings. The consistent siting of structures helps maintain the outdoor rooms defined by existing structures in the village.

The figure below illustrates the location of the buildings in proximity to the required setback for Village Business and Village Residential properties. It should be noted that all of the buildings are built in front of the required setback.

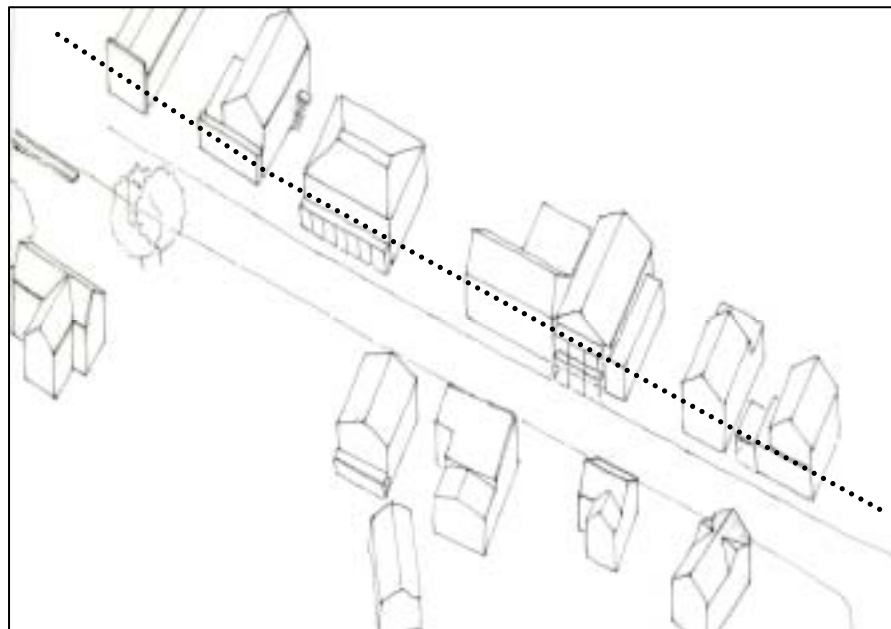


Figure 13: Village Setback Diagram

If adjusting the setback is not an option, another tool that can be used to maintain the appearance of an outdoor room is the identification or enhancement of property edges. Edges can be defined using several techniques. A variety of landscaping materials can be used in conjunction with one another to define the edge. The planting of trees is particularly important to achieve the desired vertical effect. Species selection and siting must take into consideration utility locations and vehicle clearance. Individual plantings of shrubs and shrubs used as hedges are the second most important planting-approach to creating the outdoor room concept.

Walls and fences can be used to maintain building edges defined by structures to the left and right of the property. These edge-defining vertical and horizontal elements can help to continue building lines and help with the demarcation of existing outdoor rooms. See the Fence Recommendations section below for more information.

Porch Recommendations

Porches create a sense of human scale and designers should consider them to be an integral part of village design. Like front yards, porches act as areas for community interaction. If the street is considered a public area, defined by the location of buildings, then porches can act as semi-public areas where neighbors can talk and meet away from pedestrian and vehicle traffic. New construction and redevelopment should include porches. Designers are encouraged to adapt the porch form, using its traditional design and placement. A practical modern adaptation is the vapor lock or vestibule.

Building Height and Roof Form Recommendations

The building height for new construction should follow the current village pattern which in all the villages is mainly between one story and two and a half stories. While certain structures surveyed appear to be greater than 35 feet in height, they maintain the appearance of two and a half story structures which is consistent with other structures in the villages. Large civic buildings such as churches and schools should be excluded from consideration.



Picture 29: Grace Episcopal Church

Roofs should be simple or complex. New development should consider the predominant roof styles when designing structures. Flat or barrel roofs are discouraged as there are few examples of these roof forms in the villages.

Building Color Recommendations

The collected survey information contains only general names for the colors found in the villages (i.e. - canary yellow, light yellow and bright yellow were all referred to as yellow). It should be understood that many structures had more than one exterior color and that the surveyed colors refer to the dominant color of the structure. Many structures with more than one color on the exterior have a mix of cladding materials. Color selection for new development, redevelopment, and existing structures should follow the existing color patterns of the pertinent Village. Color should be appropriate to the architectural style and period of the building.

Cladding Recommendations

New construction or additions should select a material that will continue and reinforce the village appearance and character. Cladding should be appropriate to the architectural style and period of the building.



Picture 30: Victorian White Wood Cladding House with Porch

Sidewalk Recommendations

When possible, sidewalks should be extended or added in an attempt to make the rural villages more pedestrian friendly. Areas of the villages with concentrations of businesses should be considered for sidewalks. Sidewalks should also connect civic buildings such as schools, libraries, and churches with residential areas. Suggested sidewalk paving materials would be slate trimmed concrete, in Darlington and Whiteford, or brick trimmed concrete. Permeable materials would also be acceptable. In some village areas, the use of footpaths should be considered as a means of improving walkability when sidewalks cannot be provided.

Fence Recommendations

Fences can be found in several instances throughout the villages. Most fences are picket, stone, or split rail. Fences define the edges of a property and can be used to create the feel of an outdoor room when setbacks cannot be adjusted. They can also be made of shrubbery or can be part of the landscaping such as flower beds bordering the property.



Picture 31: Split Rail Fence

Fences should complement the structure or be related to the architectural style of the structure. Vinyl or wood lattice and chain link fences are not recommended

Business Recommendations

Business Use Recommendations

New village businesses should help the villages remain vibrant rural centers. New uses should be appropriate to each village. They should complement existing businesses and help sustain the surrounding area's primary designated land use which is agriculture for most of the rural villages. These businesses should also provide conveniences and services for the local community in a form that complements the village character.

When surveying and studying village businesses, it is necessary to note the location and number of properties with commercial zoning that are currently used as residences. These properties which are zoned VB or B3, can be used as businesses in the future.

Business Appearance Recommendations

The square footage of new businesses should be in proportion to other village businesses and structures and should have some residential features. When designing a new village business, consideration should be given to the residences and businesses throughout the village. The two predominant business types (Type 1 and Type 2) should act as models for new businesses.

Additionally, in areas where one type of business is more prevalent, new businesses should be designed to compliment the prevalent business type.

The conversion of properties with commercial zoning that are currently used as residences (Type 1 businesses) should be done in a manner that minimizes the changes to the residential appearance of the building, thereby maintaining the residential character of the area. Type 2 businesses also need to complement the village. When possible, new Type 2 buildings should be located near other similar structures. If, however, they are located in an area with residential style businesses, then efforts should be made to incorporate architecture, color, and cladding materials similar to the surrounding Type 1 businesses and village residences. In this situation, Type 2 businesses also need to address scale. As Figure 12 shows, the shaded building does not conform to the scale of the surrounding village structures.

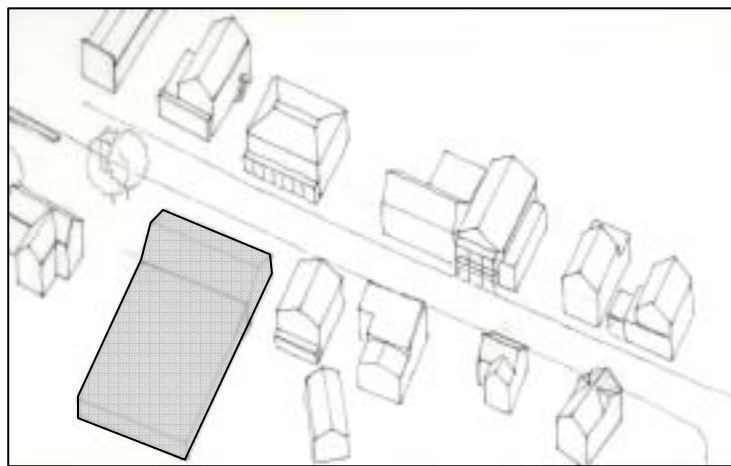


Figure 14: Example of Building Mass Out of Scale with Surrounding Properties

Signage Recommendations

When considering signage for businesses in the villages, designers should be mindful of village character. Signs should complement the architectural elements of the building and reflect its architectural period. Wall signs should be no larger than 10 square feet, and freestanding signs for new businesses should average 18 square feet in area.

Village signs should be smaller in size than other signs throughout the County. Traditionally, posted speeds in the village are slower and there are fewer lanes than in other, more commercially developed areas thus allowing drivers more time to read signs.

Sites with multiple businesses should have a single, consolidated sign that has the names of each business equally displayed. Consolidated signs should be no larger than what is presently in the village. This excludes signs of unusually large size such as the old drive in movie sign and the billboard next to the Churchville collision center on MD Route 22. Sign location should also be sensitive to the adjacent structures in the village. Businesses along roads with higher speed limits

such as Conowingo Road, MD Route 22, and MD Route 165 should be allowed one freestanding and one applied sign per business, unless they are consolidated on a site.



Picture 32: Appropriate Village Signage

Business Setback Recommendations

New structures and additions should be sited to reinforce and maintain the existing conditions of the village. If the parcel or business requirements restrict the siting of the building, other techniques can be employed to maintain the compatibility with surrounding village structures. Landscaping materials, walls or fences can be used as a visual replacement for the perceived street wall.

Parking Recommendations

New business parking should be landscaped and screened. While existing parking locations include the front of lots, new parking should be encouraged at the side and rear of the lots to help maintain established outdoor rooms. When it is necessary to place parking along the roadway, parking should be buffered to minimize the affect on the village. Where strong building lines exist, fencing and landscaping elements should be used to maintain building lines and screen parking.

In several villages, the majority of village businesses look residential in nature, new business parking should be designed to preserve and maintain the existing nature of the village. Villages such as Darlington with existing on street parking should continue this practice. It calms traffic through the village by the perceived danger of parked cars and people moving between them.

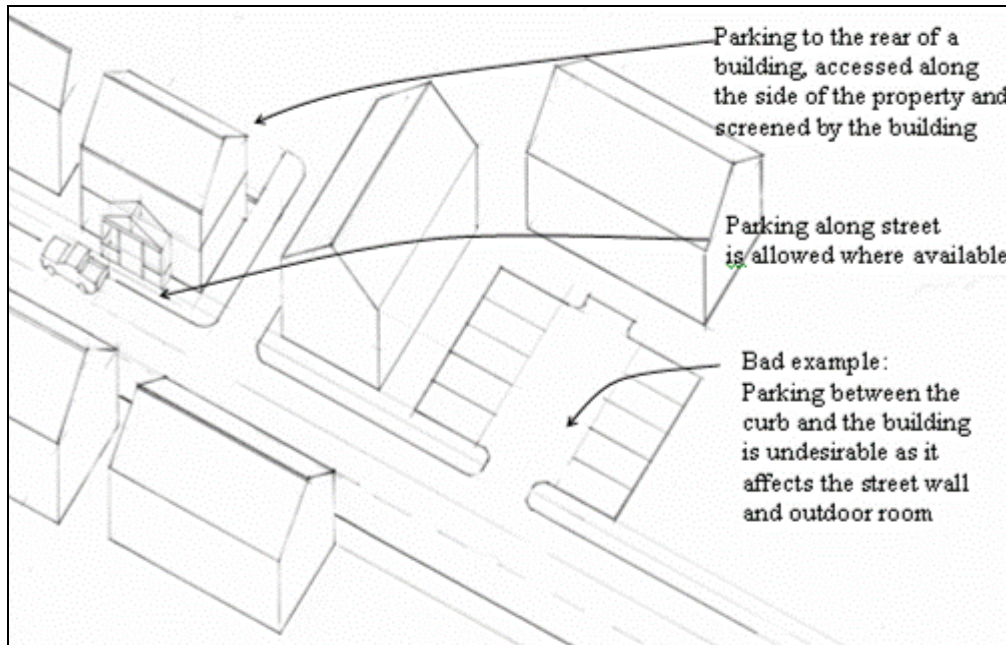


Figure 15: Diagram of Suggested Village Parking in the Front and Rear of the Structure

Lighting Recommendations

New businesses must be considerate of existing conditions in the villages when designing lighting. Lighting must not illuminate adjacent properties, and security lighting should be oriented in a manner that illuminates the property while minimizing light pollution in the village. The height of lighting fixtures (when freestanding) should be determined by scale of existing lighting and structures in the village (no higher than 11-12 feet) and spaced 30 to 50 feet apart. Lighting in parking areas should be restricted to businesses that remain in operation at night and should be extinguished after the business closes unless necessary for security.

Recommendations for Village Core

The village core is the established center of a rural village. In this area, the village character is evident, and these recommendations are designed to help protect the nature of the village. New construction and redevelopment in this area should be sensitive to the existing village character.

Business Recommendations

Business Appearance Recommendations

New businesses and redevelopment in the village cores should be Type 1 and complement the rest of the village. They should have a similar size footprint as village residences and use complementary architecture, cladding materials, and color.

Signage Recommendations

Signs should be compatible with the scale and architecture of the building. The materials used should be in character with the village. Wooden signs are highly recommended and neon signs are discouraged.

Applied signs for new businesses should be no greater than 10 square feet in area and freestanding signs should be no greater than 18 square feet in area.

Business Setback Recommendations

New structures and additions should have similar setbacks to the surrounding buildings to maintain the village character.

Parking Recommendations

Parking is limited in most of the village cores. On-street, rear, or side parking is recommended. However, if parking can only be provided in the front then the parking area should be buffered from street view. Consolidated parking lots or offsite parking should be allowed for village businesses.

Lighting Recommendations

Lighting should complement the existing village character, and it should be compatible in size and design with the building and adjacent areas. In general, lighting should be scaled to pedestrian activity and not to vehicular traffic.

Free standing lights should be on poles no taller than 10 to 12 feet and should be spaced 30 to 50 feet apart. Lights attached to buildings should be installed no higher than 12 feet. Lighting should be directed downward and extinguished at the end of business hours unless necessary for security.